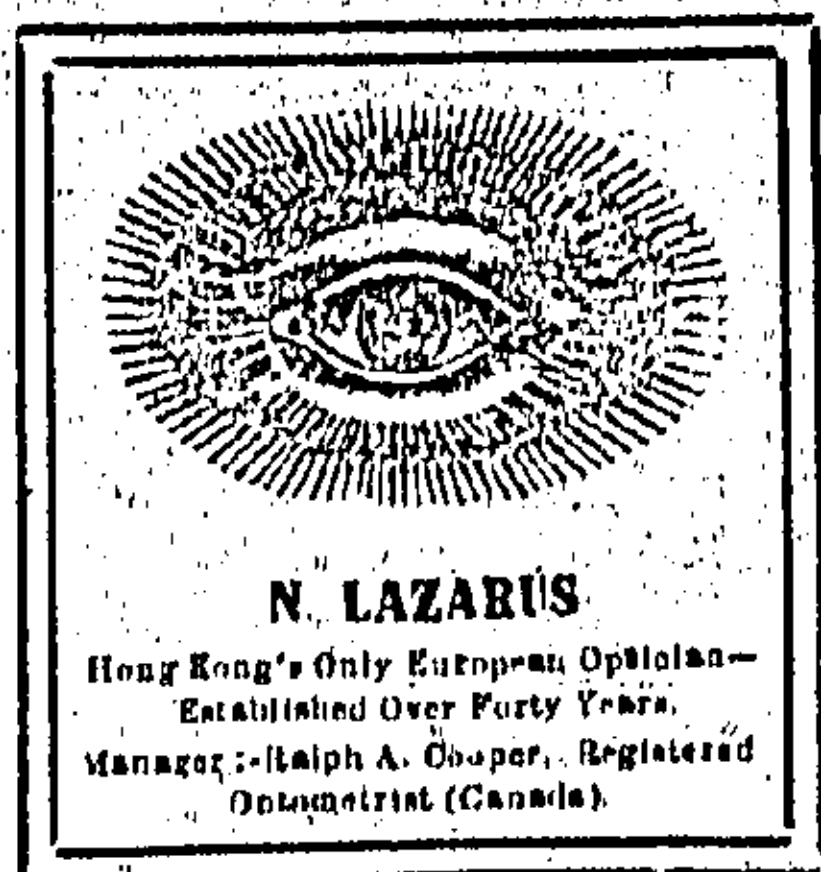




The Hongkong Telegraph.

FOUNDED 1861 五拜禮 號四廿月二十年亥港香 FRIDAY, DECEMBER 24, 1926. 日十二月一十

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BRITAIN'S NOTE.

SCORNE BY "RED" JOURNAL.

UTTERLY INACCEPTABLE TO KUOMINTANG.

JAPAN UNDECIDED.

Peking, Dec. 23.
Though the British Memorandum has not yet been published, the Kuomintang organ, the *People's Tribune*, without waiting to learn the actual contents of it, shows a determinedly irreconcilable attitude towards the friendly overtures.

The paper says: "We state categorically, for the Nationalist movement, that the proposals, though dubbed by the professional apologists for British Imperialism as the most liberal hitherto proposed, are utterly unacceptable."

BETTER ATTITUDE.

"If this is the best that Britain has to offer we can understand perfectly well the necessity its Foreign Office feels of rushing all the naval forces it can spare from its other fields of Imperialistic exploitation, to that which it seems determined to retain and expand at any cost here in China. The net results of the new offer will only be the intensifying of the already bitter attitude of our people towards their relentless and Imperialist foe."—*Reuter*.

JAPAN'S DELAY EXPLAINED.

Tokyo, Dec. 23.
Though the British Memorandum is being studied carefully, the Japanese Government has not yet decided upon the attitude to be adopted towards the proposals.
This delay is partly due to the Emperor's condition which necessitates the presence of the Members of the Cabinet at Hayama, and who are, consequently, unable at present to devote as much attention as is desired, though it is understood that it is hoped to instruct Mr. Ken Kichi Yoshizawa the Japanese Minister in Peking, either to-day or to-morrow. In the meantime, owing to the delicacy of the question, no intimation of Japan's probable attitude can be obtained.

DIVIDED PRESS OPINIONS.

Press opinion is somewhat divided, the *Jiji* sympathizing with the British position which it considers led her to decide to modify her policy, purposing thereby to mollify China. But the paper expresses doubt whether other Powers, with their own special interests, will fall in line. The *Yamato* considers that the proposals indicate that Britain is attempting to trick the Japanese Government, hoping to estrange Japan from Chang Tso-lin.—*Reuter*.

BELGIAN MISSION.

Peking, Dec. 23.
The Belgian Legation Counselor, M. Sergysels, left Peking for Hankow yesterday, with the object of seeing Mr. Eugene Chen.—*Reuter*.

MOTOR CYCLE ACCIDENT.

WOMAN DIES FROM INJURIES.

Mr. D. S. Hill, of the Hongkong Electric Company, was involved in a motor cycle accident which occurred at Queen's Road East yesterday afternoon.
Mr. Hill was driving a motor cycle when, in negotiating the corner near the Soldiers' Club, he knocked down a Chinese woman. She was seriously injured, and died some time after admission into the Government Civil Hospital.

KOWLOON SNATCHING INCIDENT.

TWO CHINESE ATTACK LADY.

ROBBED OF MONEY.

Yet another case of a European lady being victimised by snatchers occurred yesterday.

Mrs. Yalland, who lives at No. 23, Cameron Road, Kowloon, was walking along Cameron Road, at 8.50 in the evening, when she found herself seized by the waist by a Chinese. Whilst she was thus being held, a second Chinese seized her hand bag, which contained \$37.50.

Both of the scoundrels then ran away, effecting their escape before the police arrived.

There have been quite a number of snatching cases reported during the past few days.

FRANCO-GERMAN TENSION.

FRENCH RESENT GERMANY'S ATTITUDE.

Paris, Dec. 23.
A message from Landau says that the three Germans who were sentenced to imprisonment in connection with the Gormerheim affair, has appealed against their sentences. The Court Martial, however, states that it is incompetent to deal with an appeal.

While French opinion is divided as regards the expediency as well as the equity of the verdict the German attitude is strongly resented. It is thought that the violent outburst in the entire German press was a facetious political manoeuvre to hasten the evacuation of the Rhineland.—*Reuter*.

TEAPOT DOME OIL.

CASE AGAINST FALL AND SINCLAIR OPENS.

Washington, Dec. 23.
The Supreme Court of the District of Columbia has rejected an application on behalf of the Secretary of the Interior, Mr. Fall, and the Oil Millionaire Mr. Harry Sinclair, for quashing the indictment in connection with the leasing of the Teapot Dome Oil Reserve to Sinclair, in view of the Government's failure to convict Fall and Doheny on a similar charge last week.

The defendants were then arraigned and pleaded not guilty.—*Reuter's American Service*.

STEAMER OUTRAGE.

INSANE SINGAPORE MERCHANT.

Rangoon, Dec. 23.
A French merchant of Singapore, who was arrested last week after being found with a torch and a dagger in the cabin of an English lady, the daughter of a Singapore tradesman, aboard the s.s. *Ellora*, en route from Calcutta, and charged with attempted outrage and murder, has been sentenced to detention as a lunatic. Subsequently he will be repatriated.—*Reuter*.

EMPEROR SINKING.

REGENT CALLED TO BEDSIDE.

Tokyo, Dec. 24.
Last evening's bulletin says that the Emperor's heart is weakening, the pulse being irregular and the respiration quickening.
A Hayama message says the Regent and Court officials were called hurriedly to the bedside.—*Reuter*.

ON THE YANGTSE.

JAPANESE NAVAL CASUALTY.

U. S. SHIP FIRED ON.

An Ichang telegram of December 17th received in Shanghai states:—

"General Peng Han-chang's troops entered this city at about 4 o'clock this afternoon, while the Peace Preservation Corps began to withdraw from the city."

"Subsequently, fighting was commenced on the shores of the river between the two opposing forces, with the result that many stray bullets flew near warships and steamers in the port. Two bullets struck the Japanese gunboats *Katada* and *Fushimi*, and a first grade fireman on board the *Katada*, named Yoshimatsu Kiyokawa, was killed instantaneously by a stray bullet."

STEAMER SERVICE CEASES.

According to a Hankow telegram which was received in Shanghai on December 18th, the N. K. K. has suspended its steamship service between Hankow and the upper reaches of the river owing to the navigation in that part of the river being in a dangerous condition due to disturbances in the districts of Ichang and Shasi.

YANG SEN HEMMED IN.

Kweichow troops are rapidly invading the western section of Hupeh province, and General Yang Sen, who has now definitely taken a stand against the Nationalist Government, is running for it in an endeavour to get back into Szechwan. He is hemmed in on all sides, and is desperately trying to gain a safe refuge above Ichang, which, from the position of the Kweichow troops which surround him, appears hopeless.

Kweichow forces have already made their appearance on the Yangtze thirty-six miles this side of Ichang and also five miles above Ichang, having that entire territory hemmed in. Below there, and between the lines of the Nationalist Forces and those of the Kweichow armies, is the army of Yang Sen, unable to move in either direction.

SOCONY BOAT FIRED ON.

The s.s. *Mei Ming*, of the Standard Oil Company, was fired on thirty-six miles below Ichang last week, the attack coming from a party of Kweichow troops. American marines on board repelled to the fire and silenced the shore battery.

Nationalist forces marched into the city of Anlu, Hupeh, last Thursday week, taking this important city on the Han River north of Shasi. The Northerners had left a few days before, so no fighting occurred.

It is reported from Honan that the military operations of the Kuomintang have been more active and the capture of Sing Che by them is threatening Cheng Chow, the headquarters of Marshal Wu Peifu. Furthermore, the adherents of the former "White Wolf" have taken possession of Lo Yung and the police have been disarmed. But as the rigors of the winter have set in and heavy storms are reported, military operations cannot be conducted on a large scale. This will give more time to the Fengtien forces to prepare for action.

DELHI INCIDENT.

A MAHOMEDAN KILLS HINDU LEADER.

Delhi, Dec. 23.
Swami Shradhanand, a noted Hindu leader, has been shot by Abdul Rashid, presumably a Mahomedan. An attendant, named Dhanram Singh, was also hit and seriously wounded.
Abdul Rashid was arrested. The shops have closed, and the police are taking precautions to prevent disturbances.—*Reuter*.

ANOTHER SHANGHAI STRIKE.

3,000 CLOTHING EMPLOYEES COME OUT.

MONTHLY WAGE DEMAND.

More than 3,000 employees of second-hand clothing stores are now on strike, says the *Shanghai Times* of Monday last, as the result of a walkout which started Saturday morning to enforce a demand that workers be paid a monthly wage instead of a commission which was the actual basis for remuneration. As a result of the strike shops in Fokien Road, the French Concession and Chinese territory are affected by a shortage of men.

An informal meeting of the "Second-hand Clothing Store Employees' Union" was held at Tsing Woo Faung Alleyway, Chekiang Road, at 9 o'clock on Saturday morning and parties were despatched to Louza, Sinza, Hongkew, Japai, French Concession and Nantao districts to picket shops where workers still remained.

The pickets later reassembled at the Second-hand Clothing Merchants' Guild, 11 Tien Tung Lung, where they explained their demands to the committee of the Guild.
One of the pickets had been arrested in the Louza district but was later released after being cautioned. Handbills were distributed among the workers urging them to remain firm in the strike.

POLISH-GERMAN PROBLEMS.

NEW AGREEMENTS AND CONVENTIONS.

Warsaw, Dec. 23.
The question of the deportation of their respective nationals, which for long has been straining the relations between Germany and Poland, has been settled by the conclusion of a series of conventions and agreements. The number of Polish workers who have been in Germany for several years and who were ordered to leave the country has been reduced to 8,000. An agreement in that connection stipulates that a definite Convention on the migration of agricultural workers shall be negotiated before February 27.
Protracted pourparlers concerning questions of nationality have also resulted in an agreement. Germany has agreed to restore archives and other documents to Poland and Poland has promised to refrain from selling goods to Germans who were temporarily Polish citizens in 1920.—*Reuter*.

RADIO FOR LONELY MEN.

A WORTHY NEWSPAPER SCHEME.

Rugby, Dec. 23.
The equipment of the London hospitals with wireless as a result of the efforts of the *Daily News* is to be followed by a scheme, promoted by the same journal, to install in lighthouses and lightships, wireless sets for receiving the broadcast programmes of the British Broadcasting Company.

Twenty-five lighthouses and forty-five lightships are to be thus provided. The *Daily News* appeal for subscriptions has met with immediate response and the editors of four provincial newspapers have already offered to equip no fewer than five light-houses and five lightships in their localities.—*British Wireless*.

PURER FOOD.

MAKING PRESERVATIVES ILLEGAL.

Rugby, Dec. 23.
A New Order comes into force on New Year's Day under which more than 90 per cent. of the housewife's average daily food may contain preservatives, but only in small specified quantities.—*British Wireless*.

CHEKIANG CRISIS.

SOUTHERN MENACE LESSENER.

HELP FOR MARSHAL SUN.

Marshal Sun Chuan-fang further consolidated his control of the territory between Shanghai and Hangchow yesterday (says the *Shanghai Times* of Sunday last) and further minimized the Cantonese menace to Shanghai. Normal train services are being maintained between the two cities and as a result of Marshal Sun's rapid military move no immediate threat at Hangchow is anticipated from the Cantonese, who have retreated to Fuyang, 12 miles south of Hangchow. Further aid for Sun was reported in the approach of 6,000 troops from Fukien who are making for Hangchow to rank themselves on his side. The Cantonese face the danger of being cut off.

The Fukien troops belong to the army of General Chow Yu-jen, former Governor of Fukien, an ally of Marshal Sun, who was badly defeated and routed out of Foochow by the Cantonese. Many of General Chow's troops escaped in steamers from Foochow and came to Shanghai; others surrendered to the Cantonese; and one lone division, 6,000 strong, in command of General Chow, was driven back and slowly retreated from Fukien into Chekiang, which adjoins the maritime province.

BETWEEN TWO FIRES.

Reports stated that this force is coming to Marshal Sun's assistance and has already crossed the border into Chekiang, with Hangchow as their objective, where they will link up with the forces of the Kiangsu war-lord. Any rapid advance by this force is likely to cut off the Cantonese, whose present base at Fuyang is between two fires—with the Fukienese in the south and Sun's men in the north. The only way of escape is back across the border into Kiangsi province, unless sufficient reinforcements arrive to make a stand.

AMMUNITION SHORTAGE.

Shortage of ammunition is one great difficulty facing the Cantonese, although their force has been strengthened by the defection of General Chow Feng-chi's 3rd division. Originally, the Cantonese force was about 2,000 strong, but General Chow's division is fully up to strength, that is 8,000, never having been in action at Kiukiang beyond a "silver bullets" skirmish with the Cantonese conquerors when the city went over.

According to a *Reuter* telegram from Hankow, the Cantonese headquarters there declare that the Chekiang adventure was the conception and desire solely of General Chang Kai-shek himself, obviously to make an impression upon the people of the province where he was born. The telegram states that General Gallant, his chief Russian military adviser, strongly opposed any Southern advance beyond the Kiangsi and Fukien borders.

HANGCHOW HELD BY 6,000 MEN.

Marshal Sun is now holding the situation in check without calling upon assistance from the Northern war-lords. It is now possible to give some accurate idea of the forces in the field. Hangchow is being held not by 50,000 and more Allied soldiers inside the city, as was stated in one paper, but by no more than 8,000 men belonging to General Chen Yi's 1st division. These men have been in the city the whole time, but their loyalty was doubted.

A the present time, they are maintaining neutrality and are preserving order in the city, while Marshal Sun's advance force of approximately 3,000 men, under Brig-Gen. Han Kwang-yu, are outside at Chienjiao. Chinese reports state that Marshal Sun has ordered that his main force shall not pass beyond Changan, on the (Continued on Page 18.)

Bulls and Inners

From the Office Butts.

We imagine that the Observator report on Sunday will have better friend than the man who knows too much.

The worst of Christmas boxes is that you're liable to send something you don't want to give, to a friend who doesn't want it.

What with the shingle and the monochrome, the modern girl is in danger of being mistaken for her brother when she stands under the mistletoe this Christmas.

This is the time when you tell the youngsters that none but the good deserve the Christmas fare.

The man who says he understands women, generally means two or three specific ones.

Curiously enough, a Home parson of the name of Parsons has publicly denounced goose and turkey clubs, Parsons knows!

"Ladies do not know how to courtesy daintily, these days" says a writer in a London newspaper.

We'll guarantee most of the Hongkong fair sex will prove quite efficient with the mistletoe bow this week-end.

"Dress designers must obey the dictates of common-sense" says a writer in a fashion journal—"otherwise, shorter dresses will prove most embarrassing to those with unshapely limbs." Suppose they will simply have to "grin and bare it."

"Facetious":—We fear you are guilty of straining the canons of good taste, by referring to a select social institution as the Clique Pub.

From the *South China Morning Post*: "The first round was Morrell's... Gray, frequently con—now be as successful as was anticipated." Sounds as if somebody was celebrating Christmas somewhat too soon.

There is no truth in the rumour that brokers are sending clients seasonable wishes in script.

A handbook on "Correct Punctuation" has been published. Quite the book of the period.

Very few girls love their enemies, but they invite them to their weddings, just the same.

When two young people go boy and girl, they're probably dancing.

The aftermath of Christmas—ills, and pills, and bills.

We shall soon know whether our friends are any closer than they were last year.

A bird in the hand is bad Christmas-table manners.

There's lots of humour in our streets these days. Even the traffic gets diverted.

Dreams may go by contraries, but we know a man who dreamt he was in debt and woke up to find that he really was.

A famous doctor says a few deep breaths will cure that run-down feeling. But that all depends where the car hits you.

One half of Hongkong doesn't know how the other half lives like it does on the income it gets.

But many a Dairy Farm turkey wishes he had been born a bad egg.

The *Sunday Herald* refers to "Exports on anti-piracy prevention." Lucky it wasn't referring to members of our anti-sanitary Board!

Our calf skins make the best shoes, states a leather merchant's advertisement. Nevertheless, to members of our anti-sanitary Board!

Since the "Dry" season set in America, it only takes one hip to make a hurrah.

This is the season when turkeys simply hate people who have an axe to grind.

It is most appropriate that pirates, whether from Penance or Bina Bay, should be closely followed by H.M.S. *Pinafore*.

Our calf skins make the best shoes, states a leather merchant's advertisement. Nevertheless, to members of our anti-sanitary Board!

Our calf skins make the best shoes, states a leather merchant's advertisement. Nevertheless, to members of our anti-sanitary Board!

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COLONY'S FINANCES.

VOTES APPROVED FOR NEARLY \$60,000.

A total sum of \$58,193 to supplement the estimates for 1926, was approved by the Finance Committee of the Legislative Council at a meeting held in the Council Chambers yesterday afternoon. Full details of the financial votes were given in yesterday's issue.

Hon. Mr. W. T. Southern (the Colonial Secretary) presided over the meeting, and there were also present Hon. Mr. C. McL. Messer, (Colonial Treasurer), Hon. Mr. H. T. Creasy, Hon. Sir Henry Pollock, Hon. Mr. A. O. Lang, Hon. Mr. H. W. Bird, Hon. Mr. R. H. Kotewall and Hon. Mr. D. G. M. Bernard.

Copper Coins

In the vote for miscellaneous services, \$7,000 is shown as loss on copper coins. It is explained in the Memoranda, that in order to replenish dwindling stock an order was placed with the Royal Mint for 2,500,000 coins. A part of the order has been delivered. The estimated cost of the whole supply landed in Hongkong is \$32,000, and as the value of the coin is only \$25,000, a vote to cover the loss is required.

Sir Henry Pollock: With regard to the loss on copper coinage, don't you think it is unusual for the cost of coinage to exceed its nominal face value?

The Chairman: At the present time we are engaged in correspondence with the Crown Agents to see how the cost of copper coinage can best be reduced so as to bring its actual cost value below its face value.

Empire Exhibition Expenses.

For the British Empire Exhibition a vote of \$16,500 was discussed. The estimated expenditure for the Wembley Exhibition 1925 was \$25,000 sterling on Expense Account and in addition an advance of \$100,000 (repayable) was made on Trading Account.

Sir Henry Pollock: With regard to the item for the British Empire exhibition, does this sum of \$16,500 represent the loss on the two years' working?

The Chairman: It is not a loss at all, as I understand it.

Sir Henry Pollock: I mean expenditure.

Hon. Mr. A. O. Lang: Is it the Government's intention to issue a statement of accounts?

The Chairman: It is the intention to issue a report.

Hon. Mr. Bird: We were promised that some time ago.

The Chairman: But for the fact that the Secretary for Chinese Affairs has been very busy, the report would have been out long ago.

Sir Henry Pollock: Can you explain this Trading Account? What does the advance of \$100,000 for the Empire Exhibition mean?

The Colonial Treasurer: There was an advance made by the Government of \$100,000, and it has nearly all been paid back.

Hon. Mr. Lang: Was that to Chinese who sent exhibits home?

Hon. Mr. Bird: It was an advance to the stallholders.

The Colonial Treasurer: Yes, until the purchase of goods had an end off.

Hon. Mr. Bird: The idea was that we should get it back again.

The Chairman: Mr. Hallifax tells me he expects to get back \$90,000 at least out of the \$100,000 on the Trading Account.

Hon. Mr. Kotewall: I believe the Government was, in reality, in the second year, its own stallholder. It was entirely a Government enterprise. The Government simply had an advance from the Treasury to buy goods with, and they sent goods to the Exhibition. When the goods are sold, the money goes back to the Treasury.

Hon. Mr. Lang: Who is going to refund this amount?

The Chairman: \$80,000 have already been repaid, another \$10,000 Mr. Hallifax certainly thinks will come in, and he hopes to get practically the whole of the remaining \$10,000. \$25,000 was the original estimate of the cost to the Government. As a matter of fact, Mr. Hallifax expects to spend slightly less than the \$25,000 made available, so that we ought to get through without any excess on the amount voted.

A Battery Charger.

In the vote Police lights and electric fans, \$8,300, it is explained the excess is partly due to the opening of New Stations and additional rented quarters, and partly to the installation of a battery charger for the wireless set at Tsim Sha Tsui Police Station.

Sir Henry Pollock: With reference to the vote for the installation of a battery charger, I am not sufficiently expert to know what that means.

The Chairman: Mr. Creasy will tell you exactly what a battery charger is. It is for the wireless set at the Tsim Sha Tsui Police Station. That is all I can tell you about it.

The Director of Public Works: That is a Police vote, I think.

An Error.

In the vote of \$7,500 for Port Works Extraordinary, it is explained that provision made in the Estimates was \$50,000, the original estimate came to \$730,000 and the revised estimate to \$764,262. The excess in the revised estimate is brought about by the construction of extensions to the reclamation area not included in the original estimate.

Hon. Mr. Lang: With regard to the \$7,500 excess for which supplementary supply is required, should not the cost of this 4,500 cubic yards have been ascertained in 1922-23 when the work was done.

The Director of Public Works: This shortage was not discovered until the final arrangements were made with the contractors. It should have been discovered in 1922-23.

Hon. Mr. Lang: Why was it not? The Director of Public Works: It was an error in getting out quantities and payments to the contractors.

Hon. Mr. Lang: Is there any excuse for it?

The Director of Public Works: The officer concerned was called upon for an explanation, and he has now left the Government service.

The Chairman: The officers concerned are not senior officers, and they have left the Government service. I think Mr. Creasy is satisfied it was a genuine mistake. The work was actually done and we have to pay for it.

Volunteer Pay.

The Chairman: There is one other matter I should like to bring before the Finance Committee. You will remember that some time ago an Ordinance was passed authorising the Government to approve of rates of pay for Volunteers while in camp. The question was not raised by the military until quite recently when the camps took place, and the Governor in Executive Council this morning approved the rates of pay and instructed me to ask the Finance Committee to vote the necessary money to pay the allowances for the Volunteers who have been in camp this year. The amount estimated by the Volunteer officers is \$4,000, and if you approve and pass this vote now, I propose to ask the Commandant to pay the allowances before the end of the year.

The Finance Committee approved.



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And Your Urgent Need Is Tonic Treatment
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You have been keeping going on your nerves alone too long. Your blood has become so impoverished that it can no longer supply nerve nourishment sufficient to meet the strain. No doubt if you look in the glass you will see blood poisoning clearly indicated in drawn cheeks, unhealthy complexion, sunken eyes, deepening lines about the mouth and forehead.

Your urgent need, as all these symptoms indicate, is tonic treatment for the blood and nerves, and nothing "just as good" as

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| 1 " French Vermouth | Anisette or Cointreau. |
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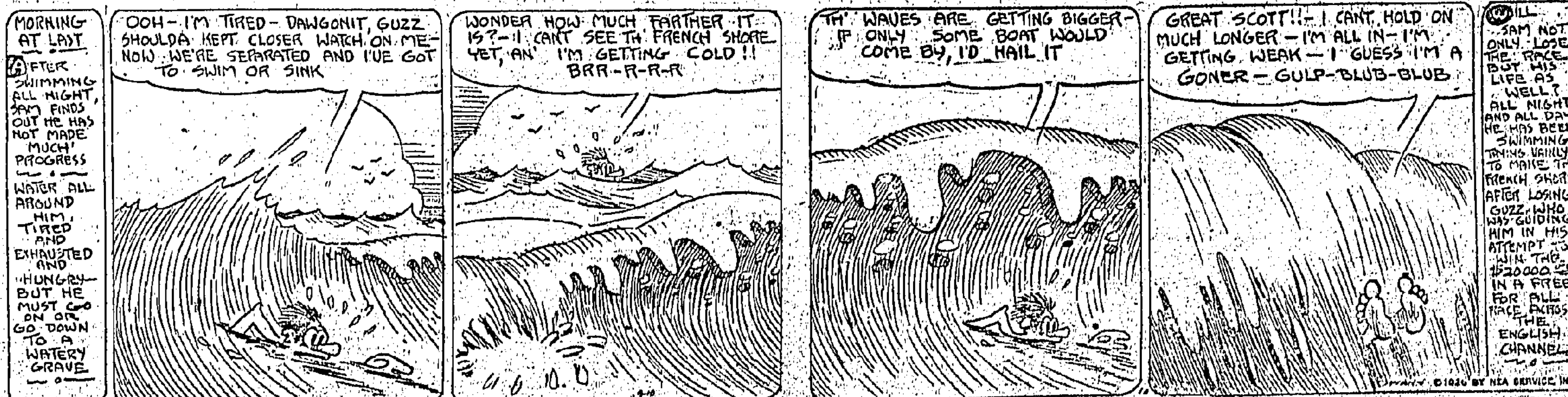
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SALESMAN SAM

Please Omit Flowers

By Swan





Group photograph taken at the reception at the Savoy Hotel after the wedding of Dr. K. C. Cheng and Miss K. N. Yau, which took place at St. John's Cathedral on Saturday. (Photo: Mee Cheung).



Bridal party at the wedding of Mr. G. O. Ham and Miss Edith Ten, which took place at St. Stephen's Church on Saturday. (Photo: Mee Cheung).



Group of officials of the Fanling Hunt, together with riders, which was taken on the occasion of the Christmas Meeting, held on Saturday last. (Photo: Ming Yuen).



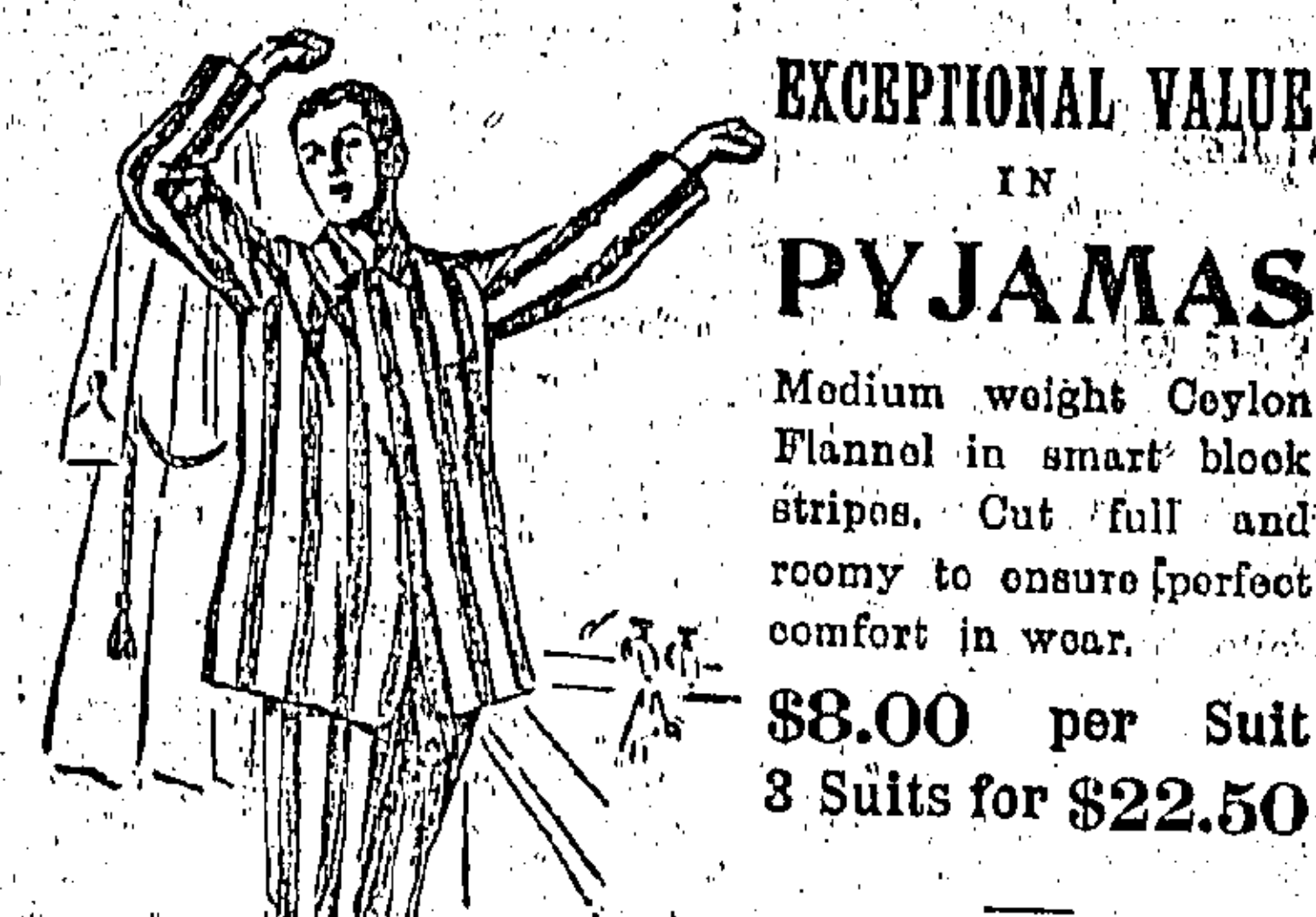
This shows Dr. MacGown leading in a hard race and getting well over the water jump. (Photo: Ming Yuen).



Miss Birkett leading in Rivergrass, winner of the Maiden Plate, at Fanling last Saturday. (Photo: Ming Yuen).



Bridal party and guests photographed outside St. John's Cathedral last Saturday, on the occasion of the wedding of Mr. R. L. Read and Miss Jean Vallance Fleming. (Photo: Ming Yuen).



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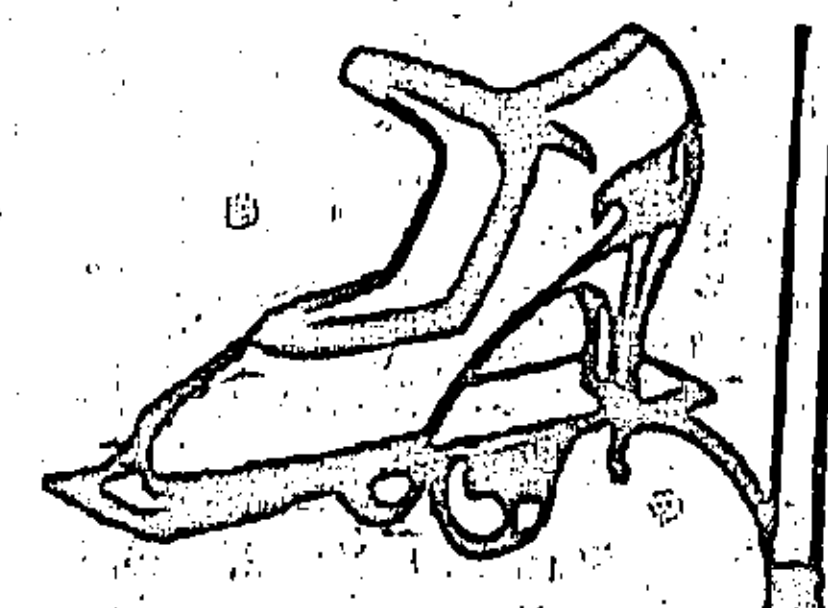
ROYAL & CO.

The Leading Shoemakers
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All styles made to order.
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For Any One Of A Dozen Reasons,
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THE "WONDER BOOK SERIES."

These books are not annuals but books appropriate to every season of the year and to every occasion. Very interesting, and instructive absolutely up to date.

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A SPLENDID XMAS GIFT FOR BOY OR GIRL.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

\$1.50 if not prepaid

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 73, 80, 88, 101, 102, 118, 140

SITUATIONS VACANT.

ACCOUNTANT required; European, single. Write fully, stating age, experience and salary requested, to Box No. 139, care of "Hongkong Telegraph."

WANTED.—Lady Companion help take charge one year and half son travelling on January 26th "Empress Canada" to Vancouver, in return for half first-class passage (special rate) 125 gold dollars. Essential must be good sailor. Apply Box No. 141, care of "Hongkong Telegraph."

LOST.

LOST.—A Brown Setter Bitch white breast and right fore foot. Return to William Russell, No. 10, Post Office Building.

FOR SALE.

FOR SALE.—Two valuable lots central Western District and Queen's Rd. C, about 18,000 and 9,200 S. F.; valuations approx. \$402,000 each. We buy corner building in central district also house with tennis court. SMALL INVESTOR'S. Tel. C.4630.

PREMISES TO LET.

TO LET.—One European Flat, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European Flat on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince's Building.

TO LET.—Fully furnished 5 roomed house on Peak. For 10 months from March 5th. First system. Garden. Moderate rental. Apply Box No. 138, care of "Hongkong Telegraph."

COMMODOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C, and First Floor of No. 18, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—Fully furnished HOUSE on upper levels, close to motor road. Long or short lease immediate possession or available in March. Write Box No. 134, care of "Hongkong Telegraph."

TO LET.—Furnished February, 1927, a good four roomed house with boxroom and servants' quarters. Modern conveniences. Apply 5, Observatory/Villas Observatory Road, Kowloon.

TO LET.—One European House with six rooms, servants' quarters, bathrooms, garden and garage, known as No. 2, Argyle Street, Homutun. Please apply to Box No. 130, care of "Hongkong Telegraph."

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM. E. V. M. R. de SOUSA.

NEW ADVERTISEMENTS.

NOTICE.

Hornby Clockwork Train, Raffle Winning Ticket No. 101.

NOTICE.

On Friday, the 24th December. All Departments will be OPEN until 7 p.m.

On Christmas Day and Monday, the 27th December. All Departments will be CLOSED.

On These Days

The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LIMITED. Hongkong, Dec. 23, 1926.

THE CHIEF AND PETTY OFFICERS OF THE ROYAL NAVY CHINA SQUADRON.

Will hold their Annual Dinner and ball

on

FRIDAY, THE 24TH

DECEMBER, 1926,

at

THE CITY HALL

Commencing at 8.15 p.m., Dancing until 2 a.m.

Admission by ticket only, to be had from Members of Ball Committee.

ROYAL NAVAL RECREATION ROOM.

Naval Yard,

Hongkong.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO LIMITED.

M A C A O.

NOTICE IS HEREBY GIVEN that the Inaugural Race Meeting for China ponies of this Club will take place at Macao on the 6th February, 1927, next, if weather permits. There will be only one event at this Meeting, "The Trial Stakes."

The first annual Spring Meeting for China ponies is scheduled to take place on the 16th, 17th, 18th and 24th April, 1927. The Champion Sweepstake will be run on the 18th April, the 3rd day of the Meeting.

By Order,

S. W. CHENG,

Secretary.

DISTRICT OFFICE SOUTH.

NEW TERRITORIES.

HONGKONG.

In the matter of the Fuk Tin Tong, To All to Whom it may concern:—

Whereas the following properties situate in the New Territories and registered as Lots Nos. 939, 959, 964, 965, 968, 969, 970, 972, 974, 1104, 1105, 1108, 1114, 1116, 1119, 1120, 1121, 1123, 1124, 1125, 1126, 1127, 1131, 1132, 1134, 1137, 1153 and 1177, in District No. 4 at Cheung and 1177, in District No. 4 at Cheung Sha Wan in the New Territories, Colony of Hongkong, are the properties of the Fuk Tin Tong and Whereas it is the intention of the Manager of the said Fuk Tin Tong to distribute the said properties and certain funds belonging to the Tong which are now in the possession of the Manager among the persons entitled thereto, NOTICE is hereby given that all persons having any claim against or interests in the above properties or funds or in the said Fuk Tin Tong must forward the same in writing to the District Officer South not later than Friday, the 31st day of December, 1926, after which date no claim or demand will be entertained and the District Officer will sanction the distribution of the properties and funds of the said Fuk Tin Tong among the claimants whose claims have been duly approved.

W. SCHOFIELD,

District Officer, South.

Dated this 30th day of November, 1926.

CHURCH NOTICES.

"A CHURCH OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING"

St. John's Cathedral, Hongkong. Christmas Day. Holy Communion; 7 a.m. Holy Communion; (Carol) 8 a.m. Celebrant the Lord Bishop of London. Matins 11 a.m. Preacher: The Lord Bishop of London. Holy Communion; 12 noon. December 26th, 1926; St. Stephen's Day, Sunday after Christmas; Holy Communion 8 a.m.; Matins 11 a.m. Preacher: Rev. H. C. Thomas; litany for the Sick 12 noon. Evensong 6 p.m. Preacher: Rev. H. C. Thomas. A Social Gathering will be held in the Cathedral Hall, after Evensong. A cordial welcome will be extended to all service men and others. Music and Light Refreshments.

ST. ANDREW'S CHURCH, KOWLOON.

Saturday, Christmas Day.—7.15, Holy Communion; 8.15, Holy Communion; 11 a.m. Morning Prayer & Sermon, Preacher: The Vicar. Sunday, after Christmas Day.—8.15, Holy Communion; 11 a.m. Morning Prayer & Sermon, Preacher: The Lord Bishop of London. 2.45, Young People's Service; 6 p.m., Evening Prayer & Carol Service. Preacher: Rev. W. W. Rogers M.A.

BLIND HOME.

Kowloon City Road

KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc. Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk knitted to Order 30 cents to \$1.00 per yd.

K. BESWICK,

Superintendent,

20 Minutes from Star Ferry by No. 3 Bus. Telephone: K.101.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Saturday and Monday, the 26th and 27th instant.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, Chow Sik Cheung of No. 43, Connaught Road West, Victoria, Hongkong, hereby give notice that in consequence of a change of ownership I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship, Fook Sing of Hongkong Official number 152089 of gross tonnage 838.84 tons, register tonnage 527.52 tons, heretofore owned by Chow Wing Kan for the permission to change her name to Wing Hung and to have her registered in the new name at the Port of Hongkong as owned by the Kwong On Company Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

(sgd.) CHOW SIK CHEUNG.

Dated at Hongkong, this 14th day of December, 1926.

The modification in the stars worn on epaulettes by Commodores and Captain recalls the belief that the introduction of epaulettes into the Royal Navy is due to an incident in France in the 1780's. Certain English officers who were visiting that country found that the sentries did not carry arms to them, although they did so to the Royal Marine officers, who at that time wore silver epaulettes. So epaulettes gradually came into use in the Royal Navy, but not until June 1, 1795, were they made part of the official uniform. Nelson, it will be recalled, during his residence at St. Omer in 1783, wrote to Captain Locker: "The noble Captains are here—Ball and Shepard; you do not know, I believe, either of them; they wear fine epaulettes, for which I think them great coxcombs." Alexander Ball, of course, afterwards became one of Nelson's greatest friends. Army and Navy Gazette.

POST OFFICE NOTICE.

CHRISTMAS HOLIDAYS.

On Saturday, the 25th inst. and Monday, the 27th inst. the G.P.O. and Branch Post Offices will be open as follows:—
The G.P.O. and Kowloon Branch—Saturday 8 a.m. to 9 a.m. and Monday 8 a.m. to noon.
Wanchai, Shauwan, Saiyungpun, Yau-mat and Shum Shui Po Branches 8 a.m. to 9 a.m. each day.
There will be one collection from the pillar-boxes and one delivery of ordinary correspondence each day as on Sundays, and also one delivery of registered correspondence each day at 9 a.m.
The Money Order Office will be entirely closed during the Holidays.

NOTICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Correspondence for Canton will be forwarded by train if so super-scribed. Such correspondence must be posted not later than 7.30 a.m. at the General Post Office or 7.40 a.m. at Kowloon Post Office for despatch by the Express Train scheduled to leave Kowloon Railway Station at 8.05 a.m. and to arrive at Canton at 12.20 p.m.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS.

From	Per	Due
Shanghai	Yingchow	December 24.
Canada, U.S.A., Japan, Shanghai and London via Canada (London 19th November)		
Shanghai and Europe via Siberia	Khiva	December 24.
Straits	Namsang	December 24.
Straits	Teirinas	December 25.
Shanghai	Shantung	December 25.
Europe via Suez (letters and parcels London 25th Nov. and parcels 18th Nov.)		
Shanghai	Soochow	December 26.
Amoy	Shirala	December 27.
Japan	St. Albans	December 28.
Manila	Pres. Jefferson	December 29.
Manila	Empress of Canada	December 30.
Manila	Pres. Lincoln	December 31.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	January 2.
Australia and Manila	Ararua	January 2.
U. S. A., Honolulu, Japan and Shanghai		
Shanghai	Pres. Adams	January 3.
U.S.A., Honolulu, Japan and Shanghai	Amazon	January 4.
	Pres. Cleveland	January 6.

OUTWARD MAILS.

For Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles. Ship sails on Xmas Day, the 25th inst. at Noon.

For	Per	Date.
Shanghai	Khiva	Fri., Dec. 24.
Port Bayard	Parcels	3 p.m.
Weihaiwei	Registration	5 p.m.
Manila	Letters	5 p.m.
Shanghai	(Due Marseilles, 22nd Jan., 1927.)	
Amoy	Kwaisang	Fri., Dec. 24, 5 p.m.
Swatow and Bangkok	Taiszema	Fri., Dec. 24, 4 p.m.
Manila, Sandakan, Rabaul, Australia (except places North of Brisbane) and New Zealand via Sydney	Hulkow	Sat., Dec. 25, 9 a.m.
	Empress of Canada	Sat., Dec. 25, 9 a.m.
	Szechuen	Sat., Dec. 25, 9 a.m.
	Namsang	Sat., Dec. 25, 9 a.m.
	Kiangsu	Sun., Dec. 26, 5.30 a.m.
	Calulu	Sun., Dec. 26.
	Parcels	9 a.m.
	Registration	9 a.m.
	Letters	9 a.m.
	(Due Sydney about 18th Jan., 1927.)	

Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)

Swatow, Amoy and Formosa

Swatow, Amoy and Fochow

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Swatow and Bangkok

Manila, Sandakan, Rabaul, Australia (except places North of Brisbane) and New Zealand via Sydney

Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)

Swatow, Amoy and Formosa

Swatow, Amoy and Fochow

THE VOLUNTEERS.

LATEST CORPS ORDERS.

Volunteer Defence Corps Orders, issued by Lieut.-Col. L. G. Bird, D.S.O., state.

ARTILLERY COMPANY.

City and Taikoo Sections will parade at Volunteer Headquarters on Tuesday, January 4th, 1927, at 5.30 p.m. for "Howitzer Gun drill and Signalling Instructions. Dress: Mufti. Transport for Taikoo Section will be at Taikoo Dock, East Gate, at 5 p.m. on Tuesday, January 4th, 1927. As this will be the last drill before Camp all members should make a special effort to attend.

Camp: The Artillery Company will go into Camp, Tai Lam, for week ends under—7th to 9th January, 1927; 14th to 16th January, 1927.

Members will parade at the Star Ferry Pier, Kowloon, at 5.15 p.m. on Friday, January 7th, 1927, and at the same time on Friday, January 14th, 1927, where transport will be available on Sunday, the 9th and 16th January, 1927, at 5 p.m. for return from Camp.

Attendance in Camp is now a condition for efficiency and every member should attend for four days. Dress: Uniform, helmets, belts, bandoliers, haversacks, water-bottles, greatcoats, tunics, shorts, puttees and black boots.

Rifles and bayonets are not to be taken.

Messing is being arranged and no plates, knives or forks, etc., need be taken.

It is hoped that as many as possible will avail themselves of the opportunity of going out to Camp for the first and second week-ends. Members should send in their names to 2/Lieut. N. L. H. Ralston by December 31st, 1926.

RESERVE COMPANY.

Musketry to be fired at Stonecutters Range on Sunday, January 2nd, is cancelled. No firing will take place that day.

Musketry Course Part II. will be fired at Stonecutters Range on Sunday, January 9th, 1927.

Range Officer: Lieut. A. M. Thornhill.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform or Mufti optional, but rifle, bayonet, pouches, braces and belt must be taken as the whole Part II. Course must be fired in drill order, whether over uniform or mufti.

Arms: May be drawn from Corps Headquarters, between the following hours:—

Friday, January 7th, 1927:—9 a.m. and 12 noon, 2 p.m. and 4 p.m., 5 p.m. and 6 p.m.

Saturday, January 8th, 1927:—9 a.m. and 1 p.m.

STRENGTH.

The following is taken on the strength as from December 20th, 1926, and posted to No. 7 Platoon (Scottish Company):—No. 1102 Pte. E. M. Eryden.

PROMOTIONS AND APPOINTMENTS. The following promotions and appointments will take effect from December 22nd, 1926:—

Artillery Company.—No. 607 A/Bdr. C. W. Langley to be Sergeant; No. 209 L/Serg. J. M. Jack to be Sergeant.

No. 2 Platoon.—No. 1694 Pte. A. Urquhart to be Lance-Corporal.

TRANSFERS.

The following transfers will take effect from December 22nd, 1926:—

No. 875 Pte. L. B. Warren from No. 1 Platoon to No. 2 Platoon; No. 771 Pte. R. A. Cooper from No. 3 Platoon to No. 2 Platoon.

REVERSION.

No. 772 Corp. A. G. Hillier, No. 2 Platoon is permitted to revert to the rank of Private at his own request, as from December 22nd, 1926.

RESIGNATIONS.

No. 783 Spr. C. J. Woodhouse, Engineer Company, is permitted to resign from the Corps, from October 25th, 1926, on payment of the sum of \$20 in accordance with the Volunteer Ordinance, 1920, Part I, Para. 5, Section 3.

No. 647 Pte. C. H. Montague, Armoured Car Company, is permitted to resign from the Corps, as from December 20th, 1926, on leaving the Colony.

G. H. H. BELL, CAPTAIN, Adjutant, H.K.V.D.C. Hongkong December 24, 1926.

AIRSHIP BASES.

EXPERTS TO TRAVEL

EMPIRE.

Rugby, Dec. 23. Captain Fellowes, Director of Airship Development, is leaving England shortly to give expert assistance to the Dominions which contemplate the establishment of airship bases in connection with the scheme of Imperial airship services, proposed by Sir Samuel Hoare, Air Minister, at the Imperial Conference.

Part of Capt. Fellowes' work will be to survey a site for an airship base at Bombay, proposed by the Indian Air Board. Three other airship experts, who are likely to be detailed for this work, are Major Scott, who has done great service as an airship pilot and is now Officer-in-Charge of Airship Fyling, Squadron Leader Colmore (Deputy Director of Airship Development) and Major Sydney Nixon, who carried out the practical survey work at the Egyptian and Karachi airship stations. British Wireless.

21 YEARS AGO.

EXTRACTS FROM "TELEGRAPH" FILES.

The following items are extracted from the Telegraph files for the week ended December 30th, 1905.

The rate of the dollar on demand was 2s. 0½d.

It was announced that the 2nd Battalion Worcester Regiment would probably relieve the Royal West Kents in Hongkong.

A Christmas of fresco fete was held at Quarry Bay, followed at night by a dance, at which Mr. Wotherspoon was the M.C.

The Chinese Foreign Ministry proposed the delay, for one year, of the abolition of likin.

The Blue Funnel s.s. Teucer, specially intended for the Eastern trade, was launched at Liverpool.

Sir Matthew Nathan offered prizes for the best kept gardens in Victoria, the Peak and Kowloon.

Mr. G. P. Lammert sold by auction Nos. 154, 155 and 163 Wing Lok Street, the price realised being \$89,100.

AT THE CINEMAS.

FUNNY FILM AT THE QUEEN'S.

The management of the Queen's Theatre is thoroughly determined that Hongkong shall be happy and jolly this Christmas, for it has arranged for the screening, until Sunday night, of "The Man On The Box," one of the funniest films ever shown in Hongkong. Described as "a joy-ride through Laughland," the picture fully lives up to its name. Syd Chaplin, considered by some to be even funnier than his brother, plays the leading part in what is a rollicking farce. He gets into a muddle of complicated situations, which give him ample scope for his skill, and yesterday, when the film was first shown, the audiences were convulsed with laughter. It is not necessary to disclose the nature of the story; all that we need to say is that "The Man On The Box" is a real side-splitter. If you want a good, hearty laugh, don't miss it.

There are other attractions also, including a long news reel and a very bright Christie comedy.

The next change will be on Monday, when "Stella Dallas" will be screened.

An enjoyable programme was given at the Star Theatre, Kowloon last evening, when, in addition to the Metro-Goldwyn picture "The Great Divide," Dick Norton and his "Globe Trotters" entertained with some most effective numbers. There were new songs and dances, and an extremely funny sketch which was successfully performed by Mr. and Mrs. Norton. Mr. Dimoff and his balladists again appeared and received well merited applause.

The story of "The Great Divide," is one that interests from start to finish, and it is more of an emotional than a thrilling picture. Leading parts are taken by Alice Terry and Conway Tearle, whilst Wallace Beery is also seen in an appropriate part. The story deals with the forced marriage of the heroine to the hero, and the events that follow make it a picture worth seeing. A Gaumont Graphic is also shown.

The quality
of the unique
555 leaf is
enhanced by the
State Express
methods of
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STATE EXPRESS
VIRGINIA CIGARETTES

555

ARDATH TOBACCO CO. LTD., LONDON.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

GREEN ISLAND CEMENT Co., Ltd.

MACHINE MADE WIRE-CUT
BUILDING BRICKS

Stocks on hand

For particulars apply to:-

SHEWAN TOMES & CO.,

General Managers
St George's Building.

CHRISTMAS DELICACIES

We have just received a wide assortment
of French Confectionery & Crystallised Fruits

from the well known

Jacquie, Déboyrie, Pierré Gourmant, Joseph Negre.

MARRONS GLACÉS

ALSO

XMAS CRACKERS.

The French Store,
8 & 9 Bedford Square, London.

SIGNS IN PEKING.

NEW HOSTILITY EVIDENT.

Whenever a Chinese scholar wants to account for the failure of the republican experiment in China, he falls back upon the stock phrase: "The people's understanding is not sufficient—*min jen-ti chih-shih pu kou*. If one goes out into the highways and interviews the people as they come along—thinkers, pedlars, coolies, soldiers, artisans and small merchants—he will be inclined to agree with this verdict, for their appraisal of political events in the Chinese official world are pathetically childish.

Yet these same uninformed people are the most accurate barometers, when one knows how to read them, registering infallibly the official attitude towards the foreigner in the community and presaging fair weather or storms for him after trifling and remote diplomatic disputes with China of which, one would be ready to swear, they were totally ignorant. When the population of a community like this is determined to be friendly or when it is openly hostile, one does not have to understand the language nor be familiar with the characteristic expressions on faces passed in the street, to know the temper of the people; but between laboured amiability and a frenzied display of contempt and hatred, there are degrees of friendliness, indifference, sullen indifference, suppressed dislike or contempt, studied but subtle impertinence and insult, and cautious abuse, which can only be read and appraised by one who is very familiar with the language, manners and faces in mass of the Chinese community in which he lives.

Growing Hostility Visible.

The greater part of the foreign population here has recently come to realize in, gripped surprise that Peking is becoming openly contemptuous and insulting. From year to year this greater part of the foreign community has been oblivious to slow and cautious change in the temper of the people, keeping exact pace with the decline in diplomatic prestige, and the comments of those who have returned from home leave, from time to time, calling attention to a tenser atmosphere, have been taken very lightly. Now there is no mistaking the fact that the Pekingese are not only contemptuous of the foreigner but have the courage to be openly insulting. Some groups in the street vilify you when you pass, others burst into contemptuous merriment. Coolies stroll placidly in front of whatever vehicle you may happen to be using, slow you up and smirk in what they think is a supercilious manner. It is impossible to travel a mile through the street without having at least a dozen of the street riff-raff look at you as though you were something nauseating and then spit with emphasis in the opposite direction. Soldiers sometimes spit at you, but the civilian has not quite risen to this courageous height.

The country folk move more slowly than the urban population, but no less surely. A Legation employee who was here some years ago and returned recently, is given to riding alone through the countryside in all directions. He says that when he was formerly in Peking the rustics were eagerly friendly, when he first came back he found them indifferent and now he finds some sullenly indifferent and others openly disagreeable. Those who were here in 1900 say that the whole change in atmosphere duplicates that of the pre-Boxer epoch and that it is decidedly ominous.

A Chinese Student's Fears.

This the optimists refuse to credit, but within the past few days a Chinese returned student remarked with some agitation that Peking was in an extremely dangerous mood and that if the Cantonese got near enough to make their propaganda tell in this community, Peking would commit more barbarous excesses than any community in China. This man is not a Pekingese so he felt free to remark that, unlike the essentially timid and meek, though excitable, Southerners, these people are Tartars under their surface veneer of suavity and good nature and revel in ferocity, once they are started. The same disturbing thought seems to have occurred to many foreigners, for there is a general feeling throughout the community that we are in for something sensational in the very near future.—Rodney Gilbert.

39 YEARS MARRIED.

LORD CHURCHILL TO SEEK A DIVORCE.

Proceedings for divorce have been instituted in the Court of Session at Edinburgh by Viscount Churchill, living at Langley House, Galsburgh, against Viscountess Churchill, his wife, at present living in Rue St. Honoré, Paris.

It is 39 years since Lord Churchill, now 62 years of age, married Lady Verena Lowther, a sister of the present Earl of Lonsdale, and a daughter of the third earl.

At the age of 12 he was a page of honour to Queen Victoria, becoming a Lord-in-Waiting in 1889.

At King Edward's coronation he was Lord Chamberlain, and at the coronation of the present King he acted as Master of the Robe.

In politics he has held office as a Conservative Whip in the Lords; he has been a colonel in the Guards and is a Prince of the Holy Roman Empire.

Among many decorations he holds Grand Crosses in Prussian, Portuguese, Italian, Dutch and Greek orders of chivalry.

Lady Churchill, who is a year younger than her husband, was in her younger days a fearless rider to hounds.

She was the first society woman to cultivate a single curl on her forehead, thus setting a fashion which endured many seasons. Her reason was to hide a slight scar on her forehead which she received when riding through a wood.

In 1909 she created a sensation by "disappearing" with her son and two young daughters, and a reward of £5 was offered to London cabmen for information.

Two of her children had Queen Victoria for their god-mother, and her son, following in the footsteps of his father, was Page of Honour to King Edward.

THE JOY RIDER.

HOW SIR ALAN COBHAM ROSE TO FAME.

Some of the vicissitudes in the eventful life of Sir Alan Cobham were revealed in an address he gave recently at the Old Colony Club, London, at a complimentary dinner.

The Master of Sempill, who presided remarked that a lot had been said about "Cobham's Luck," but there was no such thing. The reason for Sir Alan's success was that he paid the most minute attention to every detail, and left nothing to chance.

Sir Alan Cobham said:—"Shortly after I was demobilised I met a fellow, and we decided to buy an aeroplane for joyriding. We had nominal capital of £900. When we started we had one Ford car, one aeroplane, a £300 bank overdraft, and a hammer.

"We went to our first joy ride show, and I shall always remember collecting the quids of people who wanted to fly. On the first day we collected £45. It was extraordinary. We thought that we were on the high road to fortune.

"In five weeks we paid off all our overdraft, and had a very good balance in the bank. We had several ups and downs after that and we worked very hard. I shall always remember that, although we started with only one hammer (and, mind you, I never bought a tool) it took a railway truck to shift us. According to my partner, every nut and bolt we had was absolutely necessary. In nine months we turned over £11,000, and carried about 10,000 passengers. Though we worked about 18 hours a day, my partner is still carrying on in the joyriding business."

"For the Blood is the Life." Sufferers

from Bad Legs, Abscesses, Ulcers, Eczema, Boils, Pimples and Eruptions, Gout, Rheumatism, must realise that the only sure way to complete and lasting relief is to free the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome the impurities, that's why so many leading curers stand by its credit.

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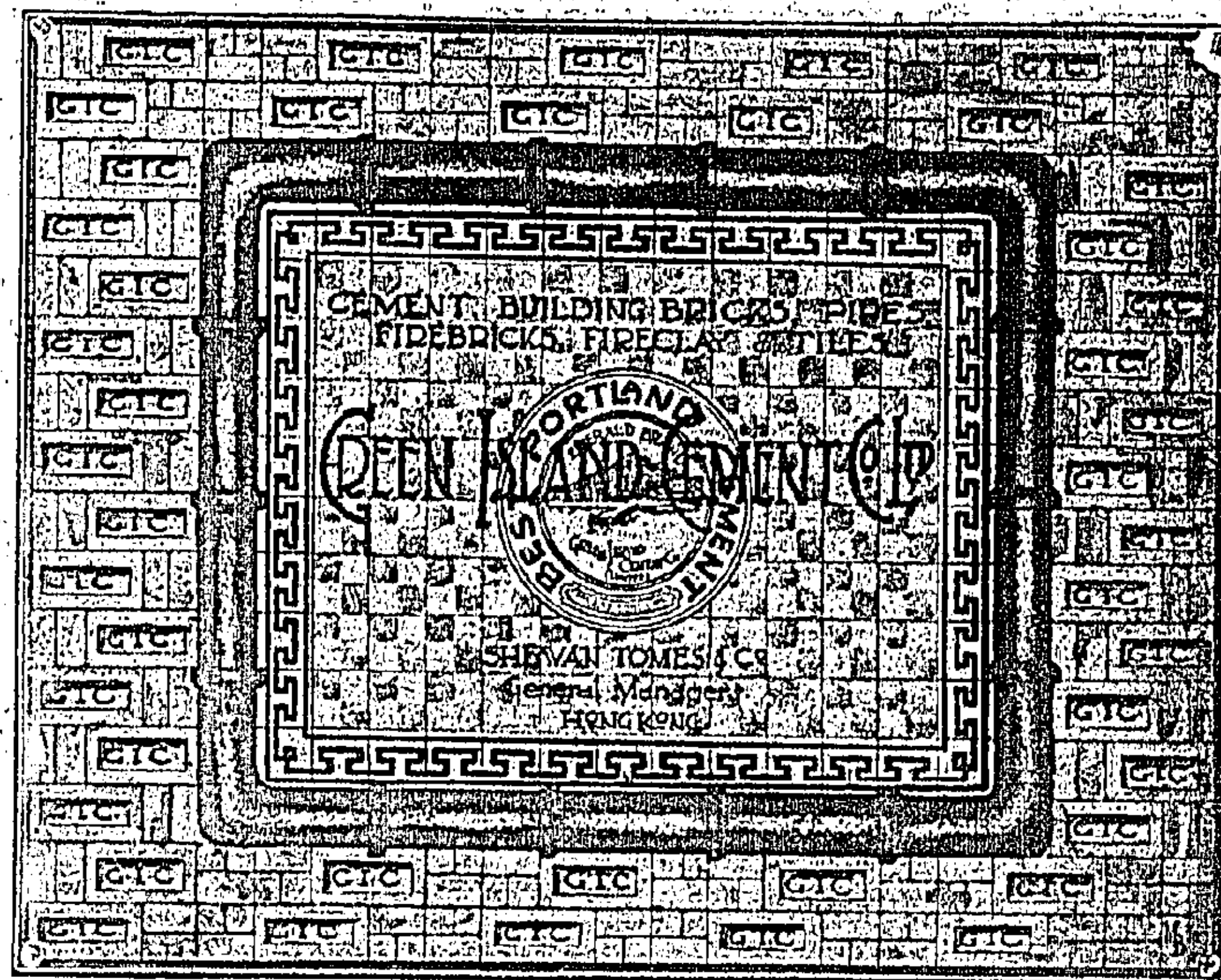
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BEGGING A FINE ART.

LORD KNUTSFORD'S
EXPERIENCES.

When a cheque was sent to the London Hospital made out to "The Champion Beggar," the bank accepted Lord Knutsford's endorsement without protest or even inquiry. In these latter days he is best known for the indefatigable work on behalf of the hospitals, and his amazing success in awakening the charitable instinct in the most obdurate subjects. In the autobiography, a veritable treasure-house of entertaining anecdotes, entitled "In Black and White" (Arnold, 21s. net), by Sydney Holland Viscount Knutsford, which was published recently, several chapters are devoted to his career as a successful beggar for the best of causes. He calculates that a mile of writing earns on an average £200, but every now and again some good fellow or "bric-a-brac" weighs in with a donation which blows the average to smithereens. Fishing for money," he observes, "is not like dry-fly fishing—you cannot wait for your rise and then cast; you have got to get your fish to rise." A Dantesque audacity is the petitioner's best asset, and there are stories to prove that Lord Knutsford possesses it in a quite abnormal degree. When he hit upon the plan of circulating a million counterfeit half-crowns in silvered cardboard, each bearing the legend: "Thank you for a real one," he got a letter from the Public Prosecutor, asking him to attend at the Home Office and explain his illegal possession of dies for coin-making. They told him that the alternative to withdrawing the cardboard coinage was—the Old Bailey! Whereupon he replied, to the huge amusement of the officials, that an Old Bailey trial and his incarceration in goal for a time would be the most effective of all possible advertisements of his appeal. Solvuntur risu tabulae.

Help Hints.

So many people have to help in running appeals from time to time that the following hints deserve a wide circulation:

"Appeals must be simple, direct, and earnest, and, if possible, a bit off the beaten track. The trouble with a begging letter is to get it read at all, and many efforts kill themselves at sight—in fact, are born dead. A circular in print sent out by the thousand, giving a mass of wearisome information about debts and difficulties, and using all the dear old phrases, such as 'urgent need' and its brethren, is useless except to provide indifferent fire-lighting material for housemaids. . . . of course, you cannot always avoid an enclosure, but remember that its purpose is to amplify your letter, and not to wither it up. . . . Do not strain to be original. That nearly always shows and chills. Equally do not crib. Stunts—I dislike them as much as I dislike the word—are merely always cribbed to death."

In writing many copies of the same letter beware of an occasional slip. Lord Knutsford, when sending off a mass of letters containing the phrase: "Even if it means an effort, will you help me?" nearly despatched one to the maidenest of maiden ladies in which the words had somehow got changed to: "Even if it means an effort, will you marry me?"

Sportsmen and Statemen.

His book contains many quaint stories of life at "The London." An old ex-convict, whose wife was an in-patient, told Lord Knutsford he was going to start a jeweller's shop. "Dear me, won't that cost a lot of money?" No—only eighteen-pence for a jemmy! A queer letter, one of many such, alluded to the presence in the hospital of "a young girl with an Octopus inside of her," and suggested that the way-to-cure her was to "open her stomachs, and sit her in a bath of sea-water, so that the thing might swim out into its natural surroundings." But the writer has seen life from many different angles, and his wide range of experiences are described with the wit and humour you would expect of one whose ancestors include Sydney Smith. One of the best shots in England, Lord Knutsford has much to tell us about pheasant shooting and deer-stalking, and of the famous sportsmen (among them King Edward VII.) with whom he shared these open-air diversions, sometimes assisting in the making of a record bag. He was a favourite at Court, and gives us pleasant impressions of our very human Royalties. Some characteristic

EX-KAISER SCORNE.

DECLARATION BY NOTORIOUS
ANTI-REPUBLICAN.

The conspirator and gunman, Captain Ehrhardt, leader of the notorious "Ehrhardt Brigade," which was a kind of Black-and-Tan organization, addressed a meeting of the newly formed Monarchist League recently. He denied a report that he was friendly to the German Foreign Minister, Dr. Stresemann, but said that a conciliatory policy towards France was a necessity so that Germany might have breathing space before the work of national liberation could begin. To begin it now, he added, was futile, because the rest of the world, especially France, was armed to the teeth, whereas "about 20 per cent. of all Germans are traitors." By traitors the Captain presumably means Communists, Socialists, Jews, and Pacifists, in which case his figure is rather an under estimate. He emphasized his own loyalty, not, of course, to the Republic (the work of traitors), nor even to the ex-Kaiser William, but to the monarchy in the abstract. Germany, he said, must have a popular monarchy supported by the majority of the German people, the return of the ex-Kaiser being "a matter of absolute impossibility."

Nothing could reveal the utter dis-repute into which the ex-Kaiser has fallen so clearly as this statement by one of the most fanatical of German monarchists, a man who has stopped at no intrigue or crime to injure the Republic, who would, in fact, have been in prison long ago had not the authorities been afraid to prosecute him. Even if the ex-Kaiser should return to Germany his return to the throne has become out of the question, for not only is the majority of the German people Republican (there being more "traitors" than Captain Ehrhardt seems to believe), but even in the monarchist movement itself he is faced with growing hostility and scorn. His memoirs, which have been appearing in the London "Spectator," have only now been published in Berlin. His disposal of the right of publication in England first has given his badly damaged reputation yet another jolt.

Letters of Lord Salisbury to his father are given. They are marked by satirical touches, such as the suggestion that "we had better hang up a tariff of prices at the Herald's College, as they do in the bedrooms of an hotel." Lord Knutsford's resemblance to Lord Rosebery was the cause of rather remarkable incidents. It would not be fair to pick out any more plums of this plum-cake of a book, so let us conclude by quoting the advice of a grateful patient to his doctor: "Sir, I can't pay you in money for what you have done for me, but I can give you a good tip. I am a chef. Don't you ever take thick soup at an hotel!"

FAST SHIP PLAN.

COMMENTS BY PROMINENT
INDIAN SHIPOWNER.

Sir Lalubhai Samaldas, a former member of the Bombay Legislative Council and a director of the Sindh Steam Navigation Company, when asked to express an opinion upon Sir James Connolly's £11,000,000 Imperial fast ship scheme, stated: "My friend, Sir John Biles, has favoured me with a full statement of the new scheme, under which will be brought into existence a new fast line of steamships doing 22 knots, as against the average 15 knots of the present mail line, as a result of which India will be brought nearer to England by five days and Australia by ten days."

Filip To Trade.

"Not only will India and England thereby come into much closer relations with one another than they do at present, but Australia and India, which do not know each other very well, will also be brought nearer, and it is expected that as a consequence of this proximity there will be a better understanding of each other's outlook, and further that it will give a filip to trade and commerce between these countries. So far as my country is concerned, Mr. Lloyd George's declaration: No real progress has been made in improving steamship intercourse of recent years despite years of discussion," is as true to-day as it was when he made it in July, 1924.

Better Relations.

"India, as the largest buyer of British goods, has been in need for many years of better and faster steamship communication, but the reason I specially welcome the proposal is that I see in it the beginning of a genuine desire on the part of Australia to improve her trade relations with India."

"For the sake of improving the relations of every kind between England, India and Australia, I sincerely trust that sufficient co-operation will be forthcoming to ensure the operation of the new line as early as possible."

While I entirely approve of the general lines of the new proposal of the promoters of this company, I cannot but say that I feel they would make a mistake to lay down that their steamers shall be worked by white men exclusively. They ought to look upon the new line as an Imperial one and remove the racial bar. If they do so, I am confident that the scheme will meet with the support not only of the business men of my country, but also of the Indian Government, which would naturally like to give the mail contract to the line that keeps the most efficient service; this line promises to do."

"Taking all these factors into consideration, I am strongly of opinion that the proposed scheme will serve the best interests of all the three countries concerned and that it deserves the support of the British Government and peoples and that of the Government and peoples of Indian and Australia. I wish it all success."

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Mail Coupon



Her Wonderful Teeth

Remove the dingy film that's clouding yours and you'll be surprised that your teeth are just as white and charming as any one's—make this unique test.

HERE is a simple test that proves the truth that most of us have pretty teeth without ever knowing we have, or ever revealing it.

This is the reason:

Run your tongue across your teeth, and you will feel a film. A film which absorbs discolorations and hides the natural color of your teeth.

Remove it and your teeth take on a new beauty. Maybe you have really beautiful teeth without realizing it.

Film is charged, too, with most tooth troubles. It clings to teeth, gets into crevices and stays. Germs breed in it. And they, with tartar, are the chief cause of pyorrhea.

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beauty, film is a serious danger to healthy teeth. You must remove and constantly combat it. It is ever present, ever forming.

Old-time dentifrices were unable to combat it successfully. And tooth troubles were a serious problem.

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Mail the coupon for a 10-day tube free. Or, buy a full-size tube at any druggist's today. See what beauty lies beneath the film on your teeth.

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Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

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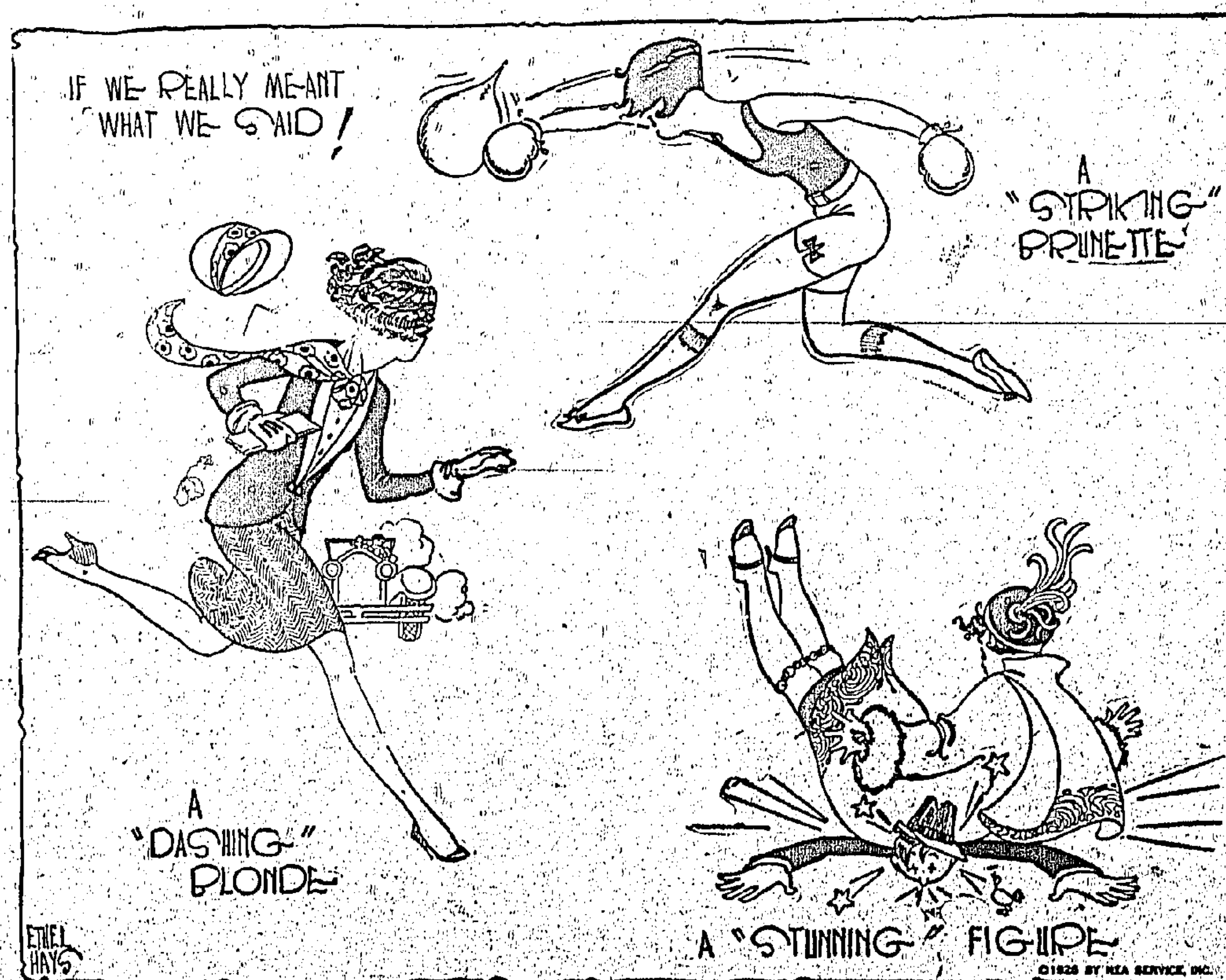
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"I think you for the box of Evans'
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excellent and efficacious."
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Canterbury:*
"The Archbishop has used the
lozenges constantly and finds great
and speedy relief from, doing so."
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Hospital, your own doctor will
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Your Friends Read

RAMPANT REDS.

**VIOLENT SPEECHES AT
HANKOW MEETING.**

Hankow, Dec. 21.
A meeting was held last night,
attended by 3,500 delegates from
many associations, both civil and
military.

The platform was occupied by
representatives of every section of
the Canton Government, seven of
whom spoke, including Mr. Borodin,
Mr. Hsu Chien, Mr. Sun Fo,
and Madame Sun Yat-sen.

Borodin expressed the opinion
that the revolution was half
through, but that the half re-
maining was the most important.
It was the "overthrow of the Bri-
tish and their ally Chang Tso-lin
and the Fengtien party." When
this was accomplished the country
would be peaceful and prosperous.

He said that he had come to give
his assistance towards the accom-
plishment of the purpose.

The most violent speech of the
evening was made by Sun Fo who
said: "Many believe the British are
friends of China. This is a
mistake. For decades they have
played off one Chinese party
against another and continued to
stir up strife every time the Chi-
nese people made a step towards
gaining freedom."

Their Minister has been here
with sweet words, but his heart is
sour. The British are working be-
hind our backs in order to destroy
us. The only way to combat this
is

Firstly to complete the boycott
of everything British. This must
not only apply to purchasing goods
but all branches of industry.

The British are dependent upon
Chinese assistance for ninety per-
cent of their business. That as-
sistance must be withdrawn, from
the coolie who unloads the ships
to the agent or comprador who
purchases their export cargo.

Secondly, the British have con-
stantly perpetrated acts of atro-
city, and forced themselves on
China owing to our ancestors' fear
of them. We of the Kuomintang
have no such fear, and are resis-
tance of this wanton aggression.
All people must be ready to act
with us at the next insult offered
us by the British and the labour-
ers and the army must combine to
drive them out from the country.

Thirdly the object of this meet-
ing was to explain that we have
arranged with our brothers in
India and other places of which
the British dream, to rise with us
when we give the signal. When
that signal comes their vaunted
King will be in the same position
as ours. All other kings will fol-
low and our work, which is the re-
volution of the world's workers,
will be accomplished.

The Political Bureau contributed
\$12,000 for anti-British propa-
ganda work and the furtherance
of the plans of the boycott.—
Reuter.

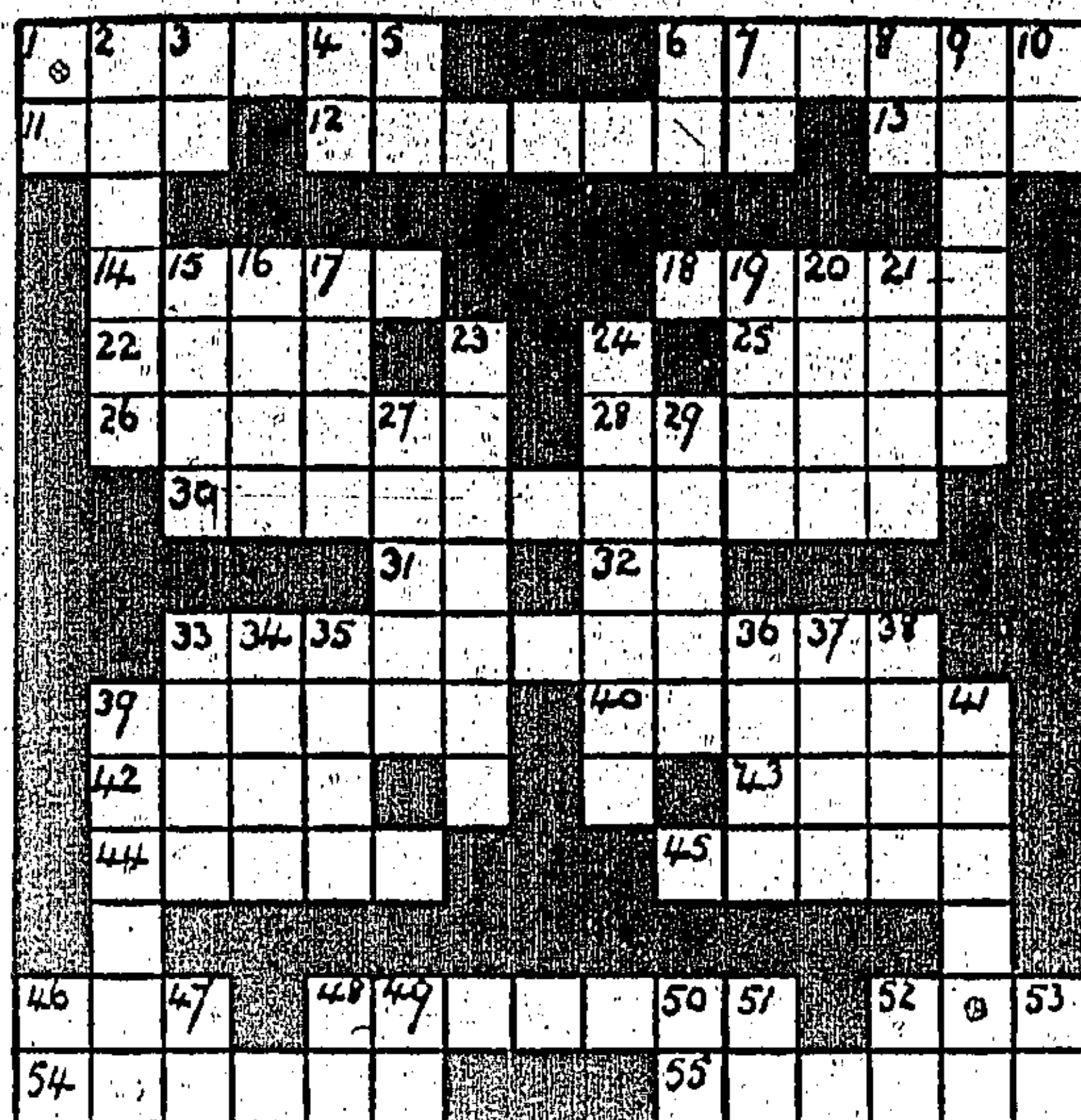
**KENYA MOTOR
IMPORTS.**

LARGE INCREASES SHOWN.

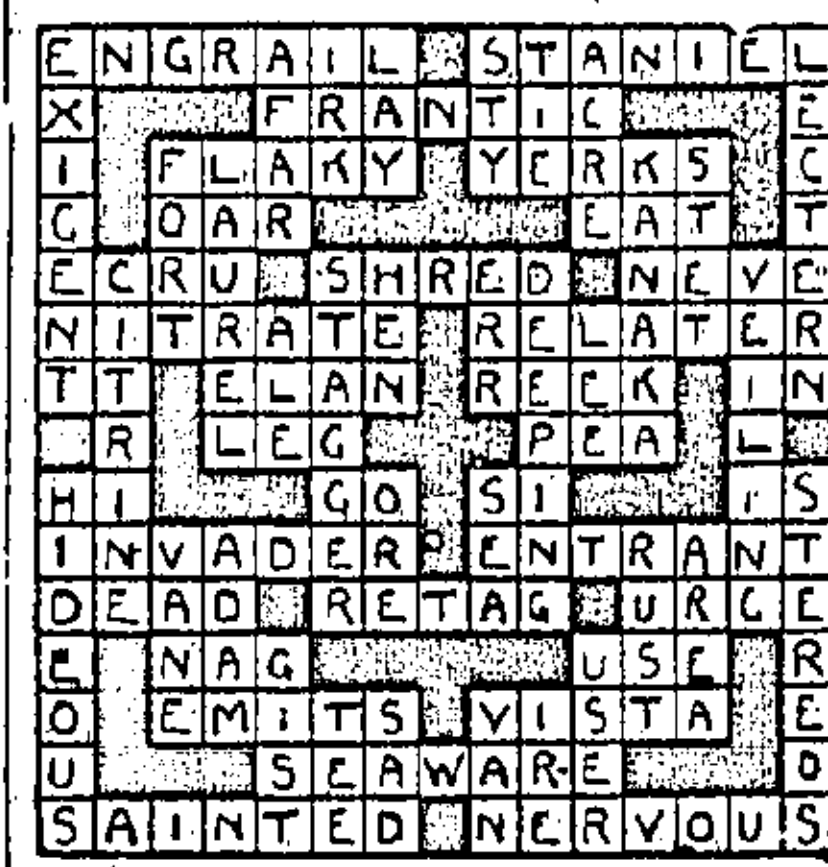
Rugby, Dec. 23.
The annual report on Kenya
shows that owing to the rapid
development of the territories and
continued increase in and improve-
ment of road mileage, there was
an abnormal importation of vehi-
cles of all descriptions. The num-
ber of motor-cars imported into
Kenya and Uganda, which form
one administrative unit for cus-
toms purposes, increased from
945, valued at £157,000 in 1924, to
1,538 valued at £274,143 in the fol-
lowing year. In 1923 only 66
motor lorries were imported, and
this was increased to 450 in the
following year. Last year's figure
rose to 1,600 with a value of £264,-
000.

Simultaneously there was a
great increase in the importation
of motor cycles and sidecars.—
British Wireless.

OUR CROSSWORD PUZZLE.



- Across.
- Small bird.
 - Fuss.
 - Sausage.
 - Unit.
 - Proportion.
 - Non-metrical written language.
 - Ireland's ancient name.
 - The same as (Latin)
 - Expand.
 - Administrators of the law.
 - Confusion.
 - Like this.
 - Civil engineer.
 - Dignity.
 - Seeds of anything.
 - In a state of unconsciousness.
 - Comfort.
 - As before.
 - Attempt.
 - A white-waxy substance.
 - Ocean.
 - Mimic.
 - 6th sign of the Zodiac.
 - Natural.
 - Makes better.
- Down.
- University degree.
 - Worshipped.
 - Denial.
 - In the same degree.
 - Slang for mother.
 - Achieve.
 - Railway (abbr.)
 - South Africa (abbr.)
 - Systematic arrangement.
 - Out.
 - Parched.
 - Found on house-tops.
 - Irish tunic.
 - Irritate.



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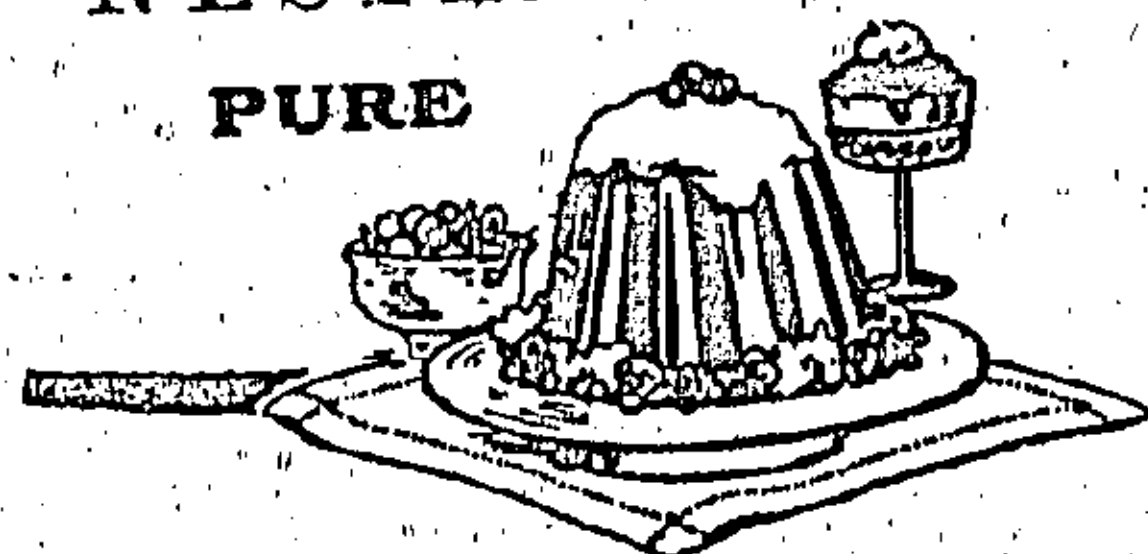
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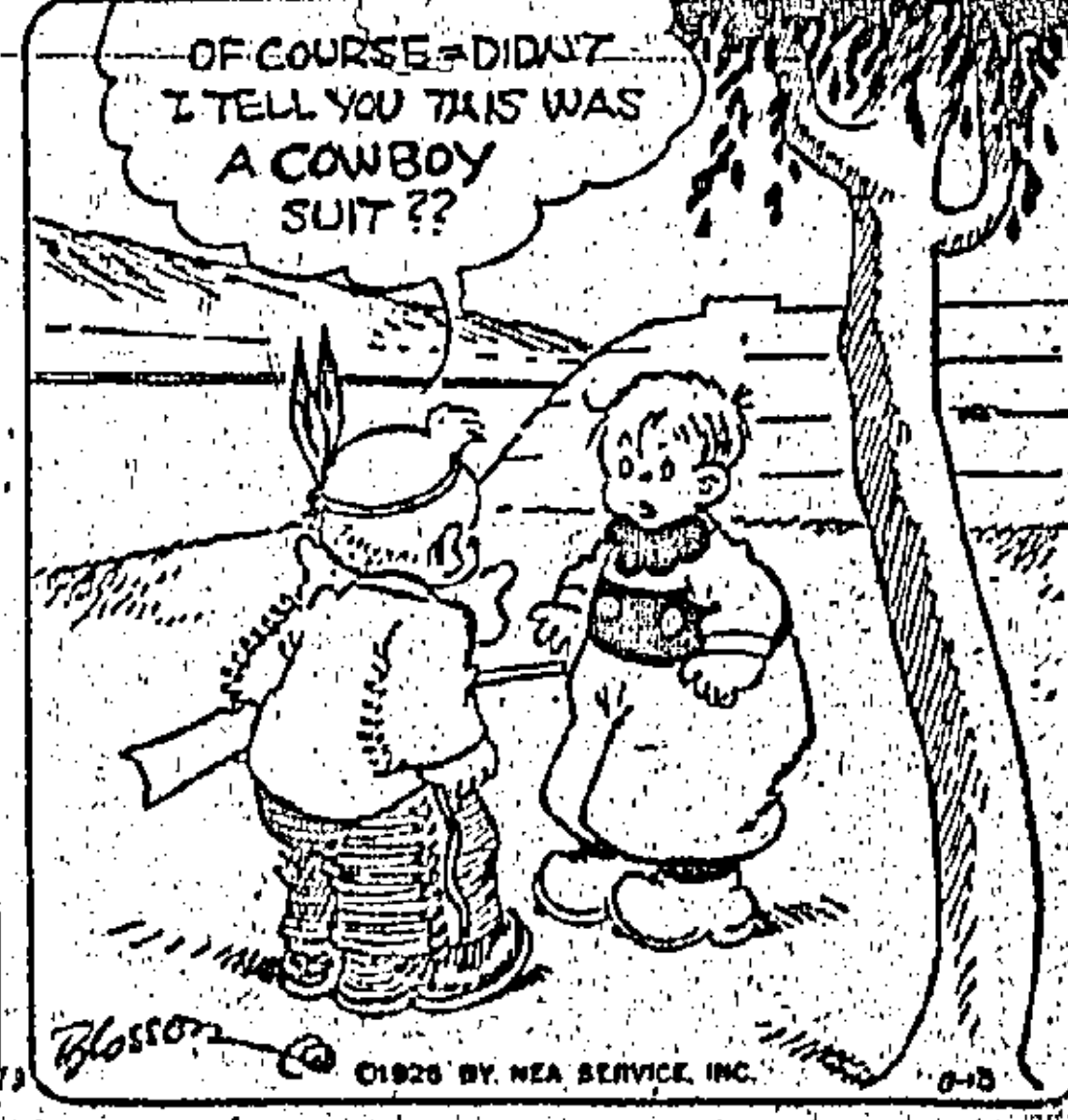
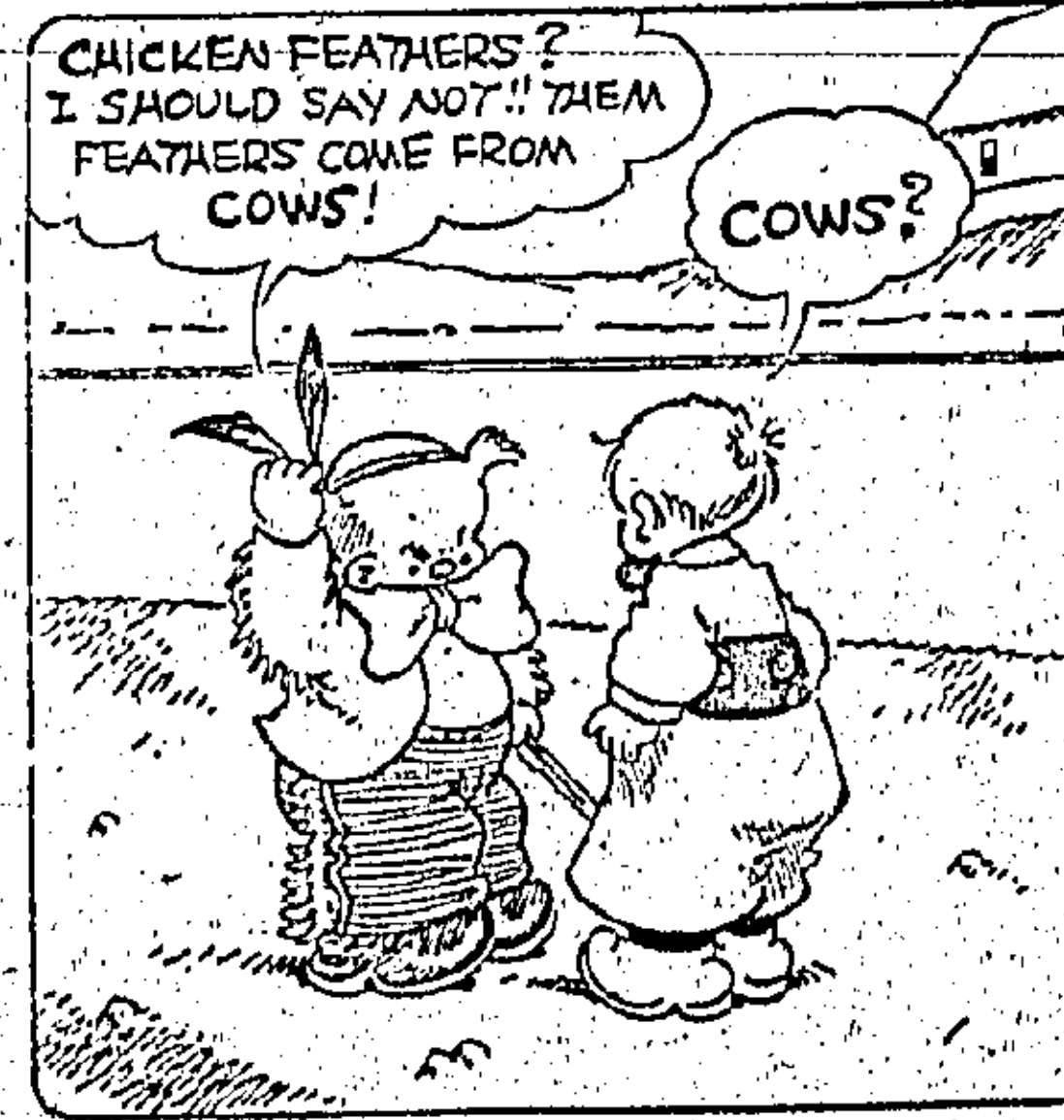


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FRECKLES AND HIS FRIENDS

I Know My Business

By Blosser



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CHRISTMAS

WHAT shall I give him? or, what shall I send him?

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 derful music in the world! Don't
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BIRTH.

SMITH.—Nov. 16, at Highlands,
 Seaford, Sussex, to Maud, wife
 of Norman Lockhart Smith,
 Civil Service, Hongkong,
 daughter.

Kowloon Expansion.

The annual meeting of the
 China Light and Power Company
 always has a general interest by
 reason of the reflex it gives of the
 steady growth of the Peninsula,
 and the Chairman's speech at
 yesterday's meeting referred to
 the fact that the demand for light-
 ing current had been well main-
 tained throughout the year and
 gave indications of still further
 growing. Kowloon and the large
 urban areas of Yau-mati, Sham-
 shui-po and Kowloon City adjoin-
 ing are in the process of develop-
 ment and although that develop-
 ment has been temporarily ar-
 rested by reason of the past year's
 troubles, there is not the slightest
 doubt that those districts are due
 to force ahead so soon as complete
 confidence is restored. The de-
 creased demand for power current
 during the past year is also due
 to the slump period, but there is
 every justification for confidence.
 The Company is rapidly getting
 into the state of a first-class and
 well-established concern. Mains
 have been put underground, the
 power house has been extended,
 a conversion has been made from
 the old low voltage, to a higher
 pressure demanded by the expand-
 ing of the area supplied, and lots
 of money has been sunk in neces-
 sary equipment. As the Chair-
 man said, there has been heavy ex-
 penditure on capital account, and
 the cost of the transference to the
 new voltage has been high, but
 both these expenditures are of a
 nature to return their value in the
 shape of future earnings. There
 is further heavy outlay ahead this
 year on the score of expansion,
 and this is a sign that is doubt-
 less welcomed by shareholders,
 although it tends to make the re-
 turn a small one. The future of
 the Company is undoubtedly
 bright, as is the future of the
 Peninsula and the rapidly-growing
 areas contiguous to it. The devel-
 opment might not be booming,
 but it is steady and consistent.

EXCHANGE RATES.

	Rugby, Dec. 23.
Paris	122.5/16
Brussels	34.89
Amsterdam	12.13 1/2
Berlin	20.37
Copenhagen	16.3 1/2
Prague	102 1/2
Helsingfors	2.7/32
Lisbon	46.17/32
Buenos Aires	2/5 1/2
Shanghai	4.35 1/2
Yokohama	25.09 1/2
Geneva	108 1/2
Milan	18.15
Stockholm	24.33 1/2
Oslo	34.37 1/2
Vienna	6.27/32
Rio	31.80 1/2
Madrid	1.11 1/2
Bombay	24.11/16
Hongkong	—
Silver (spot and forward)	—

—British Wireless.

The Ben Line s.s. Benledi, from
 Home ports, the Straits and the
 Philippines, is due here on New
 Year's Day.

DAY BY DAY.

AT CHRISTMAS, PLAY AND MAKE
 GOOD CHEER, FOR CHRISTMAS COMES
 BUT ONCE A YEAR.

To-morrow being Christmas
 Day, there will be no issue of the
 Telegraph. Our next publishing
 day will be on Monday.

The Empress of Canada is due
 at 4 p.m. to-day and will berth at
 Pier No. 6, Kowloon Wharf.

Yesterday's health return shows
 one British case of typhoid fever
 and one British case of rabies, the
 latter being from Shaikwan.

Sir Charles Elliot, G.C.M.G., for-
 mer Ambassador to Tokyo, was a
 passenger for Colombo on the
 N.Y.K. Hakozaki Maru, which left
 London on Nov. 20.

A daring robbery occurred in
 Stanley Street, in the central part
 of the town, yesterday. Following
 a woman up the staircase, a Chinese
 clapped one hand over her eyes,
 whilst with the other he pulled off
 the rings from her ears. In the
 hue-and-cry that followed, the rob-
 ber was chased and caught by a
 Chinese detective.

Diwan Mengel Sen, a native of
 Lahore, against whom there is an
 application from the Punjab
 Government for his repatriation
 back to India on charges of for-
 gery and criminal breach of trust,
 was again remanded in police
 custody on making another
 appearance before Mr. R. E. Lind-
 sell this morning.

A Chinese woman and her two
 children were injured when a
 stack of rice toppled over and fell
 on them as they were having their
 evening meal, in a rice-shop at
 Wuhu Street, Hongkong, yesterday.
 They were taken to the Kwong
 Wah Hospital suffering from
 rather serious injuries. It is
 alleged that the accident occurred
 through the rice being stacked too
 high.

The death is reported of an old
 and respected resident of Shang-
 hai, James Vivian, who passed
 away at sea on December 16 while
 returning to Shanghai from Home
 leave by the N.Y.K. s.s. Fushimi
 Maru. Deceased, who was 47
 years of age, the last 19 of which
 he had served with the Shanghai
 Gas Company as Works Manager,
 had been suffering from sprue for
 some considerable time past and
 it was this ailment in fact, which
 caused him to go Home on leave.
 The holiday appeared to have done
 him a great deal of good but upon
 the return voyage while passing
 through the tropics, his illness is
 believed to have returned and
 death came while he was travel-
 ling on the last stage of the jour-
 ney, between Hongkong and
 Shanghai, and two days within
 meeting his wife and child who
 did not accompany him Home.

WHO IS "DOYENNE"?

STORM IN A DIPLOMATIC
 TEA-CUP.

The Diplomatic Corps in Berlin
 and Berlin society have something
 to talk about over the tea-cups at
 present, which the arrival of the
 new British Ambassador and Lady
 Lindsay makes still more "excit-
 ing." It is the grave question as
 to who is now the "doyenne" of
 the Diplomatic Corps in the Ger-
 man capital.

Madame Krestinski, the wife of
 the Russian Ambassador, lays
 claim to the title, and undoubtedly
 her husband has been longer in
 Berlin than any other foreign Am-
 bassador. In accordance with
 diplomatic usage, Madame Krestin-
 ski is, therefore, the "mother" of
 the Corps, who has many social
 functions to perform, including
 the introduction of Lady
 Lindsay at official ceremonies.
 As, however, many States
 still do not recognise the
 Soviet Government and their diplo-
 matic representatives here do not
 associate officially with the Rus-
 sian Ambassador and his wife,
 the ladies of the Diplomatic Corps
 are without a head who can be
 generally acknowledged. It is
 hoped that Madame Krestinski
 will realise the position and will
 renounce her claim to be "doy-
 enne," and make place for Madame
 de Margerie, the wife of the
 French Ambassador, but, as her
 husband holds strong views on
 Russian prestige, it is doubtful
 whether the problem will be solved
 in this manner. —Reuter.

CHRISTMAS IN SHAMEEN.

A Study of Pre-Boycott Days.

Shameen is not a great distance
 from Hongkong, but the inhabi-
 tants of that tiny island live a very
 different and a very much more
 circumscribed existence than we,
 on our neighbouring outpost.
 With the exception of Christmas
 Day 1925, the following account
 of how the inhabitants of the Con-
 cession spend the festival might
 as truly have been written any
 normal year. Once away from
 Shameen any old resident will tell
 you that it is necessary to lead a
 deadly dull life throughout the
 hot season in order to survive the
 effects of climate. To be perfect-
 ly truthful, there is very little dif-
 ference between the entertaining
 in August, and that in December.
 Every day the chit-coolies saunter
 by hearing their multitudinous in-
 vitations to this and that; Christ-
 mas day may be regarded as not
 more complicated socially than
 any other, but it has one addition-
 al interest.

It had been a late night, and we
 had asked the boy to prolong his
 sleep, and ours, until nine o'clock.
 He comes at seven-thirty saying
 merchants have arrived, bearing
 presents, and wait below. What
 woman could resist? A few
 clothes, and down the stairs to the
 dining room. The Wise Men of
 the East have discreetly and kind-
 ly retired, but on the table is a
 forequarter of mutton, a ham, a
 roll of silk, a silver vase in a fine
 plush-lined case, some jars of gin-
 ger, and oh! a shawl! From the
 pantry come a series of noises,
 the floor seems covered with bas-
 kets made of bamboo split cane;
 right in the middle of them stands
 a turkey, head high, eyes closed,
 carefully and slowly lifting each
 foot in turn, and at my greeting
 he makes huge fans of his wings,
 and stretches his long red and
 blue neck. I dare not meet his
 eye! He so obviously regards
 himself as an aristocrat tempo-
 rarily surrounded with vul-
 garity. He, in his youth, fed on
 crushed eggs, and carpeted with
 fine cinders, is brought, in his
 prime, to wait the return of the
 chit-coolie bearing those mono-
 tonous acceptances: "We shall
 be so pleased to dine." Some
 small chickens in another basket
 care for none of these things, but
 are anxious for breakfast—a few
 lumps of soaked bread delight
 their hearts. Near by, some grey
 doves coo softly and sadly, at last,
 I too, can make my Christmas
 offering. Away to the front ver-
 andah! Open the basket and they
 step stiffly from their prison, walk
 a few steps and suddenly realis-
 ing their freedom, fly clumsily on
 to the bow of a banyan tree.
 Waiting, I am rewarded, for their
 soothing song begins, and the
 sparkling sun turns their
 iridescent necks to live mother-
 of-pearl.

It is a day of glory and we are
 to breakfast at 9.30 with the nicest
 friends we have. The trestled
 table on the big verandah has
 covers laid for eighteen. Holly
 and mistletoe from Shanghai—
 cold pheasant at one end and a
 ham at the other. Waffles, hot
 scones, honey, a samovar steam-
 ing, and over a chafing-dish mine
 host of the Princely Hong smiles
 at his handiwork—There's not a
 man in Asia can defeat me at
 scrambling eggs! Each plate
 hides a gift, tied in red paper, by
 TISTHENES.

a green ribbon, and in this house
 the choice is so personal that you
 love the more the gracious person-
 ally presiding. With kindly
 thought and ever-ready sympathy
 this Canadian woman helped us
 through the difficulties of those
 post-war years. The adjustment
 of life in England to life in China,
 from war marriages lived without
 home or stability, to the same
 marriage lived on a tiny settle-
 ment, where your neighbour rare-
 ly changed, and always seemed
 parked on your window sill.

The little church has a tower,
 slightly askew, and to-day it is
 full of flowers and folk who smile,
 and for a time at least, forget the
 game of cutting-one's neighbour,
 so generously practised through-
 out the rest of the year. Two
 hundred sailors on the starboard
 seats; a stray dog sits patiently in
 the doorway, and the scent of
 chrysanthemums, temple flowers,
 and arums fills the church. Once
 more into the sun, and all the
 river becomes alive with launches.
 On Christmas Day the sailors in-
 vite us to their cheer. Every nook
 of every gunboat is decorated;
 the smallest cabin becomes a tiny
 reception room in which a jolly
 Jack, as a host, is determined
 that you shall drink his
 rum, or his port—or, at least, eat
 his cake and his almonds. So
 great is the crush that there is no
 time to ask about "Sally" at Home,
 or a wife in any other port. We
 sing as we move from ship to
 ship, up the gangway, and here
 it is all over again! We don't
 know how long we can stand the
 pace, but we do love the welcome.

A small lunch in silence, and
 we creep to a darkened couch to
 sleep. The children have a
 Christmas tree at four, twenty or
 so, and for a while they are over-
 powered by best frocks and excite-
 ment.
 We walk along the bund in the
 dusk, and suffer those pangs of
 homesickness over again. The
 winter sun has fallen behind the
 forest of masts; and dusk brings
 a cold wind. We are tired in body
 and weary in mind, oh! to be in
 England now that Christmas is
 here! They are seven hours be-
 hind us, coming out of the tiny
 village church, the children hunt-
 ing an early snowdrop in the
 sheltered corner. The fire of logs,
 the warm carpets, the loaded
 Christmas tree in the library, and
 outside the window the birds have
 one too. There are crusts hang-
 ing on it, and a coconut, pieces
 of bone, lumps of fat. There are
 blue-tits. You feed them to-day,
 in three months they will pick
 the buds from every pear tree, but
 what matter? It's Christmas, and
 only the starlings forget the mes-
 sage of goodwill.

"Jim, oh Jim! I want to go
 Home!"

"But, my dear, there are no ser-
 vants there, and we could only
 afford to live in the country miles
 from everyone. It's seven o'clock
 now, have a prayer, a bath, put
 on your new frock and you'll feel
 a good deal! Smith tells me he has
 got a Manila band up from Hong-
 kong to play at dinner, and that
 we can dance as soon as the room
 is cleared. Get out your festive
 face and I'll be back from the
 club at eight."

FOR THE CHILDREN.

Xmas Eve Bed-time Story.

Santa Claus is coming to visit you to-night.
 After you are sound asleep he will slip down the chimney or may-
 be through the front door, and he is going to leave you presents.
 And he will leave hurriedly, for he must see all the millions of
 little boys and girls who are waiting for him to come.
 All year long he has been waiting for the time to pay you
 this visit. In his home in the far north he has worked day and night
 to have a wellfilled pack of joy for little boys and girls.
 He knows that he will make you happy. And to-morrow, when
 you see what Santa Claus has left for you, you must be happy.
 It will be impossible for him to see every little boy and girl and
 there will be some who will pass their Christmas without the happi-
 ness you will have.
 Even though he may not bring you everything you have wished
 for, he will leave you everything that he can.
 He must save something for the other little girls and boys.
 Little Jimmy Thompson must have a sled and Mary Moffatt would cry
 if she didn't get a doll to play with.
 So to-morrow when you go out to play, remember that Santa
 Claus has been very good to you, and if you see a little girl or a boy
 whom Santa Claus has missed, give them some of your sweets.
 Or let them play with your toys. For if you do Santa Claus will
 like you. And when you grow to be a great big man Santa Claus
 will bring you joy for having remembered to help him spread Christmas
 happiness.
 For Santa Claus loves those who love others.



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HUGE VARSITY BONFIRE.

LONDON STUDENTS' LATEST RAG.

"London's burning!"

Foreigners, knowing our language but not our customs, might have made this exclamation last night about 6 o'clock in Gower-street, says the *Daily Chronicle* of Nov. 6.

Whirling flames of fire rose from the quadrangle of University College, hiding its sombre columns from the crowds which lined the streets.

It was a splendid fire—one of the most picturesque which London has ever seen—and perfectly proper, lit by permission of the University authorities in sympathy with students who wished to have a centenary celebration on Guy Fawkes day.

Shrapnel.

In the centre of the quadrangle was an enormous pile of packing cases given by a local stores. Before it was lit it was surrounded by students, who whistled and yelled until the turning on of searchlights brought the cry, "Light, light, light."

Fireworks went off with the deafening, hissing shrieks of shrapnel shells, and the fire was lit.

Then came the execution and the disposal of the bodies of the two guys—Sir Chartres Biron and Mr. A. J. Cook.

Sir Chartres Biron is the Bow-street magistrate who gave some fatherly counsel to four students who came before him some time ago after a Bloomsbury rag.

Although Sir Chartres has attended college dinners, it was decided, in a spirit of friendly retaliation, that he must be executed and burned for daring to give advice to undergraduates who are now known as "the four Bloomsbury saints."

So his effigy was laid across a block, and an executioner, whose face was masked in black, chomped off his head, and to the yells of hundreds of students the body of the distinguished magistrate was thrown to the fire.

Mr. Cook.

It should be added that a cardinal, attended by the four saints, who wore gold halos, duly said prayers over the victim.

Now came the turn of Mr. A. J. Cook, who was also disposed of with all the majesty of "rag" law.

High-spirited young men disguised as red devils danced round the fire with prongs, and from every part of the quadrangle fuel was found to feed the fire.

The fire burned so hotly that the crowd of students in the quadrangle was compelled to retire to the outer walls for a time. As it spent itself a little later, the mascot of London University, the much cherished god Phineas was carried round in procession, and a few men who were ignorant of the etiquette of his arrival found their hats gently removed by his attendants.

As Phineas passed all heads were bowed, and there was a reg-

With the honour to Phineas the rag ended.

BATH OF CHAMPAGNE.

FANTASTIC STORY OF RUM-RUNNERS.

New York.—A fantastic story of rum-running, piracy and a party in which a bath-tub filled with champagne secured, was unfolded in the Federal Court here recently.

It appears that the rum-runner Elma was seized by "HI-jackers," and a party was held on board to seal the bond of fellowship between the opposing factions. When the convivial festivities were at their height the vessel was boarded by coastguards, who found the crew, mugs in hand, gathered round the captain's bath-tub, which was full of champagne. In the tub was seated "a Queen of the Rum Trade" in the person not of a lovely mermaid, but of a grizzled, bearded "HI-jacker" wearing a blonde woman's wig.

Other prohibition incidents reported include the seizure in Brooklyn of 250,000 gallons of whisky, the largest haul which has ever been made in this country, and the value of which is estimated at 6,000,000 dollars.

FUTURE OF LIBERALISM.

SIR JOHN SIMON'S POLITICS.

Sir John Simon, K.C., M.P., spoke of the future of Liberalism at a Cambridge University Liberal Club. He urged that the party would yet have an important part to play in the elimination of class war in industry. Now was not the time to desert the cause unless one's convictions utterly changed. This was rather a time to hold more firmly to the things in which they believed.

It was in the field of industrial relations, he said, that young Liberals might hope to help in the next fifteen years in carrying forward the country's work. Liberals had done much to promote the League of Nations for the settlement of international disputes without the horrors and wastage of war, which never gave any guarantee that the side that was right would ever win. They had a great mission in the promotion of means to eliminate industrial war.

He had watched the Labour Party in the House during the strike, and it seemed clear that, as it was at present organised, it was unable to make any effective contribution whatever. Nor could they possibly get industrial peace in this country by the operations of the Conservation Party. However sincere might be the sentiments of many progressive Conservatives, there was in that party a hard core which was composed of all the selfish, shortsighted reactionary elements in capitalism and the employers' system.

They would never be able to tackle successfully the tremendously important subject of revising and adjusting industrial relations of substituting peace for war, without the Liberal contribution.

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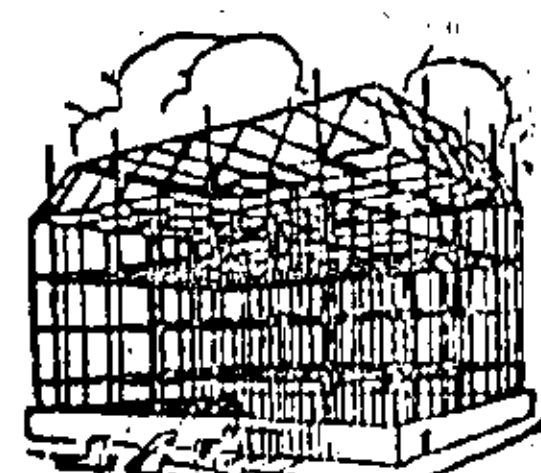
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A TEASING FELLOW.

THE DEMON OF THE NIGHT.

[BY KATHLEEN O'BRIEN.]

Of all the demons told off to worry and harass that bothered creature, Man—the "put-it-off-till-tomorrow" demon, the "what's the good of anything?" demon, the "sleazy-and-pulling" demon, and the rest—there is one who, though not actually dangerous or wicked, is a particularly teasing fellow. It is the demon of the night.

I think he is a little, young, mischievous demon, not an old, cynical one; for demons, one must suppose, vary in age and looks and disposition like everybody else. I think he is rather like Puck, with long, pointed ears and bright, triangular eyes, pushed up at the corners. He loves to play his nocturnal shadow-tricks on us, and delights in our discomfort. It is probably because he has been badly brought up, with no nice home influence to soften the edges of his character, no kind demon-mother to show him how cruel it is to make people suffer unnecessarily. He wants spanking, that is all; and I suppose all the other demons are so busy conscientiously attending to their malignant tasks that they haven't time to do it.

This is how he goes to work. You have been in a divided mind about that little bit of capital you have invested in Government stock, and that is bringing you in a dull, steady five per cent. A Stock Exchange friend has given you a tip about tin. Knows a company with shares at thirty-two bound to be up at fifty before the end of the year. Advises you to sell out and buy the tin. You have been thinking it over all day. It's not a great deal of money—three hundred, to be exact—at least, it wouldn't be a great deal of money to a financial magnate or a lending lady; but it's nearly the little all you have saved. If you could manage to increase it, the wife could have a fur coat out of the profit—wants it, too; no mere luxury; colds and coughs all the winter, poor old girl—and Peggy could have the super-bicycle she has been hankering after. Doesn't get too many pleasures; jolly, plucky little kid. If you lose it... but you won't. You can't. You decide to take the risk. You go to bed at last, toss about for an hour or so, and fall into an unsettled sleep.

Enters the demon of the night, looking for a job.

"Hullo!" he cries. "What's this? The very thing. A man with something on his mind." He squats himself beside you. "I say, old man," whispers the demon, "what's this about selling out your bit of capital? Do you think you ought to take the risk? Suppose the show smashed, and you lost the whole lot? Suppose that Stock Exchange fellow was talking through his hat? Suppose..."

You are half-awake now, which is what the demon wants.

"... Suppose you lost the lot? It's all you've got if you should want to lay hands on a bit of ready money. The wife's not very strong; the English winter was never any good to her. She might... she might..."

Here the demon pauses to think of something to bother you very particularly.

"She might... why, she might get pleurisy—you know, her sister nearly died of it. Pleurisy's an expensive business, especially with complications, like her sister had. You have to have two nurses, and extra help to wait on the two nurses... and you wouldn't have the money to pay for it!"

You start up here, miserably awake, your head hot and a depressing weight dragging at your diaphragm. The demon scampers away, rather frightened. He isn't so happy when you're quite awake. You're more able to cope with him, and he doesn't like being coped with. He likes to have it all his own way.

Presently you turn over and fall into an uneasy half-sleep. The very thing. Just that fine boundary the demon loves, where the mind hovers between consciousness and oblivion. He squats himself beside you again.

"... Wouldn't have the money to pay for it," repeats the demon, just as though he had never been interrupted, "and the wife might die. Just for want of proper attention. That bit of money would have pulled her through. And her death would be at your door."

You fling out an arm, nearly hitting the demon on the nose. It puts him out rather. He had worked himself up to a really pretty pitch of exaggeration; for

APPLES WITHOUT CORES.

TEACHING NATURE HOW TO BEHAVE.

Seedless apples will be in Covent Garden when the next autumn crops flourish in September. The slogan will be that you can eat all the apple, however much your taste may have been exalted by dinners at the Savoy and the Ritz. There may be a faded resemblance to a core left, but, according to the promises, it will be the kind of core which makes you want more of it.

Why not? Seedless oranges, seedless lemons, and seedless grape-fruit have been familiar to us for years. They have a rich flavour, and you can eat every bit of them, barring the skin. The seedless apple was first grown by Mr. Buzzel, of Abbotsford, in the Province of Quebec, who exhibited it at a show at Boston last year.

A seedless fruit is rather like a milch cow. It improves on the methods of nature by devoting itself to the sustenance and enjoyment of the human being. The seedless fruit does not bother about the propagation of its own species. It grafts itself on branches grown from fruit with seeds. The seedy mother provides the fecundity; the seedless fruit gives the pulp and the flavour.

The seedless apple takes its idea from the 'seedless orange' of California, which was a freak of nature discovered over a hundred years ago. About 1820 a missionary in Bahia, Brazil, discovered a new kind of orange growing wild which contained seeds of propagation not in its own body, but in a little self-contained sac at the top. He sent twelve of the trees of the United States. They did not live long, but others were budded from them, and they are budding in plentifulness still.

The Spanish padres fathered them. Mrs. Eliza Tibbets carried on the good work and mothered them, and one of the orange trees which she planted in 1873 is still alive, and producing good fruit. "Washington Navels" they are called, and "Washington Navels" are a pride of dessert tables of distinction to this day. They have no seeds at all.

Valencias come next, with about a seed apiece. It is perhaps as well that they retain it, for California grows most of the best oranges of the world, and if there are no seeds there will soon be no oranges, which would be bad for the 11,000 master-growers who now market their fruit from the State, under that famous organisation they devised, known as Californian Fruit Growers' Exchange.

Seedless oranges do not grow wild, and they are not plucked from the tree as Adam and Eve plucked them. Selected seeds are sown in frames; not till the seedlings are two years old are they "budded" with the kind of seedless orange desired; and it is six years before a crop of marketable oranges comes, after a lot of fumigating in the dark and keeping warm by stoves in the frost.

Californian growers of seedless oranges are both interested and hopeful about the Quebec experiment in seedless apples. They see no reason why it should not succeed. They think it would be good for our health. They have computed that the annual consumption in the United Kingdom is no more than 100 apples, 70 oranges, and 38 bananas per month per annum.

exaggeration is the demon's particular forte. He makes your tiniest apprehensions and doubts appear monstrous, like shadows thrown on a screen. Now he has got to work himself up again, and is rather cross with you for giving him the trouble.

"And then," he continues, taking up a new line, "the house will probably want doing, all of a sudden. Just like you, to take it on a repairing lease. You won't have the money to do it—it will all be lost in that mad tin-venture—and the owner will drive you out, and you'll have nowhere to go. The wife and Peggy will be wandering about in the wind and rain. And just because..."

A ray of light comes stealing through the window; the first herald of My lord, the Sun. The demon starts up pettishly. He cannot bear the light. "Just as I was beginning to enjoy myself!" he grumbles, as he spreads his cat-like wings and flies away.

C. E. WARREN & CO., LTD.

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This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

CORRESPONDENCE.

"THE PIRATES."

[To the Editor of the Hongkong Telegraph.]

Sir,—I am sorry "Moderator" was disappointed that "Musical Jottings" did not contain a detailed criticism of the "Pirates" but as he will have seen, I was dealing with another matter, the ethics of musical criticism, and space is not unlimited. In another quarter it was suggested that owing to the approach of Christmas and the Bishop of London, the fortnightly article should deal with carols and Christmas hymns. Really, one can't please everybody. I would say, however, that the omission was certainly not due to anyone having said "We are only amateurs and should not be criticised." Has "Moderator" heard this urged by anyone in the past? No such plea has fallen on my ears.

If the successful houses were solely due to the fact that residents were bound to go because their friends were in it, your correspondent has to explain why every amateur show is not equally well attended. Only a certain amount of booking was done beforehand, and the rush to book up in the last few days (resulting in standing-room only on the occasions) was surely due to the comments of the public upon the first performances.

"Moderator" would dismiss full houses and hearty applause as proofs of a good show and judge solely by his own criterion of efficiency in production. Carried to its logical conclusion, this argument infers that had the singing been improved upon the "Pirates" might have been a roaring success, even if apathetic audiences had filled only a quarter of the hall.

There was a fine chorus in it—better than in other of the Society's productions and as good as I have heard myself in similar shows at home—but I agree that it would have been improved by more coaching, particularly in "attack." When it comes, however, to saying:—"Weaker chorus work I have seldom heard," I can only borrow "Moderator's" phrase and exclaim "How foolish to talk so."

He speaks of his long associations with choral work in the Old Country and of his having adjudicated in Novice Competitions there. Well, there is a chance for him to give us the benefit of his wide experience. I am sure the Conductor who put in so much hard work for the "Pirates" and is now faced with three months' rehearsing for "H.M.S. Pinafore," would have a sigh of relief if someone of "Moderator's" calibre were to come forward to wield the baton and give him a little rest. And if the newcomers were really able to help the chorus to "give a better account of themselves, than we listened to last week," the next ought to be rather a good show.—Yours, etc.,

ALLEGRO.

Hongkong, Dec. 24th, 1926.

BUS INCIDENT.

Sir,—I beg leave to occupy a few lines in your popular paper to draw attention to the stopping places for buses in Kowloon. I understand that buses are only to stop at places marked with a red sign, and if this is not adhered to, the police authorities will take steps to put the scheme into practice.

What I wish to bring to notice is the constant stoppage of buses in unmarked places—whether to alight or take up passengers. Perhaps the conductors wish to profit more for the company, or perhaps they are compelled to stop, but either case is prevailing very often, to the annoyance of those in the bus. The latter case was shown yesterday on a bus bound for Kowloon City. A party of European gentlemen—boarded the bus at the Ferry. From what I saw I gathered that they were hockey players going to King's Park. There is a stopping place for buses at the junction of Jordan and Chatham Roads. This party, before reaching the marked sign, tried, and succeeded, to compel the driver of the bus to stop. Here occurred the most ungentlemanly conduct. One of the party pulled the bell many times with his hockey stick. Another in the first-class banged his stick into the pane of glass behind the driver, at the same time shouting for the bus to stop, in which clamouring the others also joined.

Whether these people knew of the

MIXED GRILL

A Merry Miscellany

Ashley Sterne

Following on the suggestion I made two or three weeks ago that chimney-sweeping might be indulged in as a pastime for the long winter evenings, I now have another brilliant idea to propound. What do you think of family hair-cutting? Here, again, no great amount of special skill is required, the only real essentials being a keen eye for discerning which hairs are longer than others, sharp scissors, and a pair of clippers mounted on little wheels for mowing down the stubble on the nape of the neck. One manifest advantage of home-hair-cutting is that there is no barber present to coax or coerce you into buying returfing lotions for your bald patches. Nor can he bully you into enduring what he ironically terms a "dry" shampoo—an opera-

You'll not experience choking fog, Nor gale, which numbs and blots the world with chill;
In short you'll miss the catalogue, Entire of all our winter's ills.

And yet I'll stick at home and smile,
And think at tea-time every day:
You can't buy muffins up the Nile,
Nor buttered crumpets in Bombay.

A man sound asleep in evening dress was found jolling against the railings of the Bank of England at mid-day the other day. It was thought that he was training to become a City restaurant waiter.

I have just been reading an account of a wedding whereat the friends of the bridegroom, a well-known local cricketer, formed a triumphal arch of bats and stumps for the newly married couple to walk under, while the bride carried a globular bouquet of geraniums intended to resemble a cricketball. I think all weddings ought to be made emblematical in a similar manner. In the case of a plumber and gas-fitter getting married, for example, his bride might wear, instead of the conventional wedding-dress, an inverted mantle and a veil of wire gauze, and her bouquet might consist not of real flowers but of models executed in putty and red lead. The service should certainly include the familiar hymn, "The drains upraise," and while the register was being signed the organist might render such appropriate selections as Handel's "Water (h and c) Music," and Elgar's "Pump and Circumstance" march.

At the porch the guard of honour might suitably form an arch of drain-pipes and gas-tubing, and a salute of smoke-rockets might be fired as the plumber and his newly-acquired "mate" drove away.

OBSCURE INDUSTRIES.

Macaroni-boring.

Probably few people are aware that macaroni grows solid on its native bush, and that the inside has to be drilled out by hand—a laborious and costly operation calling for the greatest sureness of touch and accuracy of eye.



The macaroni-borers of Soho perform their delicate task by holding a stick of macaroni perpendicularly between their knees and rotating a tiny centre-bit. When the hole has been completed the perforated stick is attached to the whistle of a steam-engine and the accumulated sawdust blown out, after which it is polished by means of an oiled pull-through.

No stick, however, is allowed to leave the work until it has been calibrated—a highly technical process, carried out by retired Colonels of the R.A.O.C. Finally a rasp is applied to the exterior of each stick in order slightly to roughen the surface and so reduce the chance of its side-slipping off the consumer's fork.

ALIEN PROPERTY.

HEATED CONTROVERSY IN U. S. SENATE.

Washington, Dec. 23. The report of Mr. McCarl, the Comptroller-General in regard to the alien property funds, which President Coolidge sent to Congress, became the subject of heated controversy on the floor of the Senate. Senator Borah, commenting on the statement in the report that all the property and cash had been disposed of as required by law, alleged that Mr. McCarl omitted to say that the property had been sold for ten cents on the dollar and that ten cents had been accounted for instead of the dollar. —*Reuter's American Service.*

ANNOUNCED.

Kowloon, Dec. 24, 1926.



Turkeys
Geese
Ducks

Capons
Chickens
Piglings

Game Pies, Hams, Sausage Meats,
Seasonable Game, Prime Roast Joints
etc., etc.

The Dairy Farm, Ice Cold Storage & Co., Ltd.

HOTEL SAVOY

The Hotel Savoy is now open and a welcome is extended to the Hongkong Public.

LOBBY

GENTLEMEN'S LOUNGE

TEA LOUNGE

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DINING ROOM

The Hotel Savoy has a full licence for supply of Refreshment at any hour up to midnight.

Lounges are spacious, luxuriously and comfortably appointed. Dining Room the largest in town.
Telephone C.5213

MUSIC IS MAGIC!



LANE, CRAWFORD'S
Select Orchestra

—plays every Evening

in their Restaurant

From 8 to 10 p.m.

DINNER at Usual Prices.

DINNER DANCES

If you MUST dance during Dinner, at least ensure
that your Aperitif contains

ANGOSTURA BITTERS

thus safeguarding an otherwise
impaired digestion.



CHINESE EMIGRANTS.

RECORD ENTRY TO THE
STRAITS.

Singapore, Dec. 23.

Owing to the unsettled conditions in China, and a strong demand for labour in the rubber and tin industries, the statistics of Chinese arriving in the Straits during 1926 constitute a record, being 340,000.

The previous highest, in 1911, was 269,000.—*Reuter.*

AERIAL DISASTER.

AEROPLANES COLLIDE IN
MID-AIR.

Rantoul, Dec. 23.

Two military aeroplanes collided in mid-air resulting in four officers being killed.—*Reuter.*

Major F.H.W. Fetherstonhaugh, manager of the King's racing stables, states that the report that sweeping changes are contemplated in the Royal stud at Newmarket is without authority.

LADIES' SECTION

Announcement.

The Winter Sale will commence

WEDNESDAY Dec. 29th.

Big reductions in prices have been made to secure a definite clearance of surplus stocks during SALE WEEK special clearing lines in

Ladies Knitted Wear—Costumes, Children Wear Etc.

TO BE OFFERED AT A DISCOUNT OF

20%

Millinery—Winter Coats

—BOYS SUITS & OVERCOATS—

25%

Children Shoes

20%

Ladies Shoes

15%

Make a note of the date and arrange to call at **POWELL'S** during the week when there will be the widest selection of goods.

Wm. POWELL Ltd.

GIFTS for XMAS

We have just received a choice selection of

DE VILBIS PERFUME LAMPS

—AND—

LE FRISSON PERFUME SPRAYS

These make delightful and acceptable gifts for the Festive Season.

THE PHARMACY (Fletcher & Co., Ltd.)

ASIATIC BUILDING, Queen's Road Central, Telephone 345.

Our advice for Xmas!

POMMERY

THE KING OF CHAMPAGNE.

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YARDLEY'S LAVENDER TOILET
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CALEY'S

ENGLISH (NORWICH) CHOCOLATES
IN FANCY BOXESThe COLONIAL
DISPENSARY.

17, Queen's Road, C.

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To Travel from Hongkong to Europe is afforded by the large and Luxurious

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MANILA, BATAVIA, SINGAPORE, RANGOON, CALCUTTA, COLOMBO, BOMBAY, SUEZ, HAIFA, JERUSALEM, ATHENS, NAPLES, MONACO AND CHERBOURG.

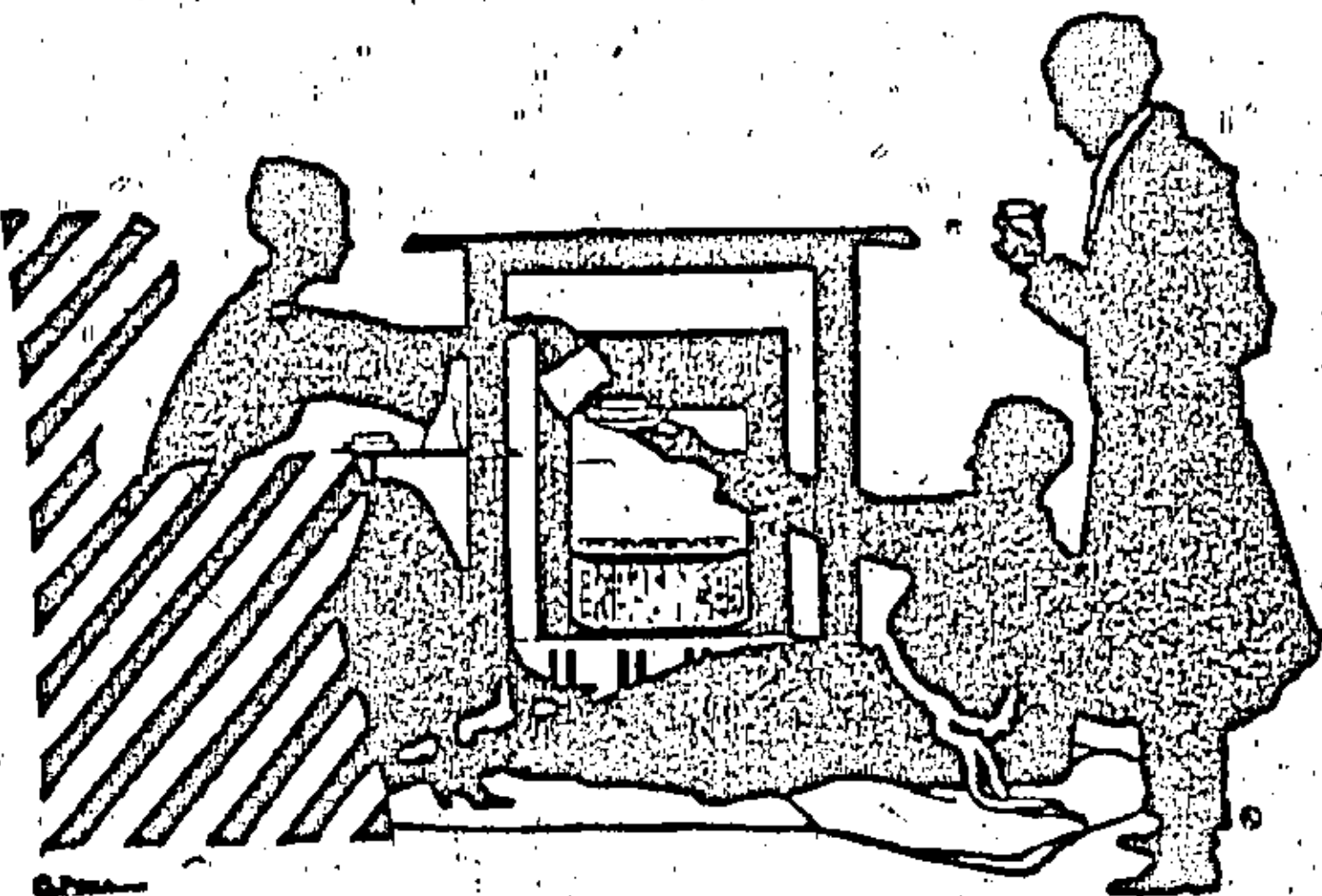
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ON THE 15th MARCH, 1927.

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Install Gas and have a Gas Fire, which is a willing slave that never sulks.

Full particulars at the showrooms:

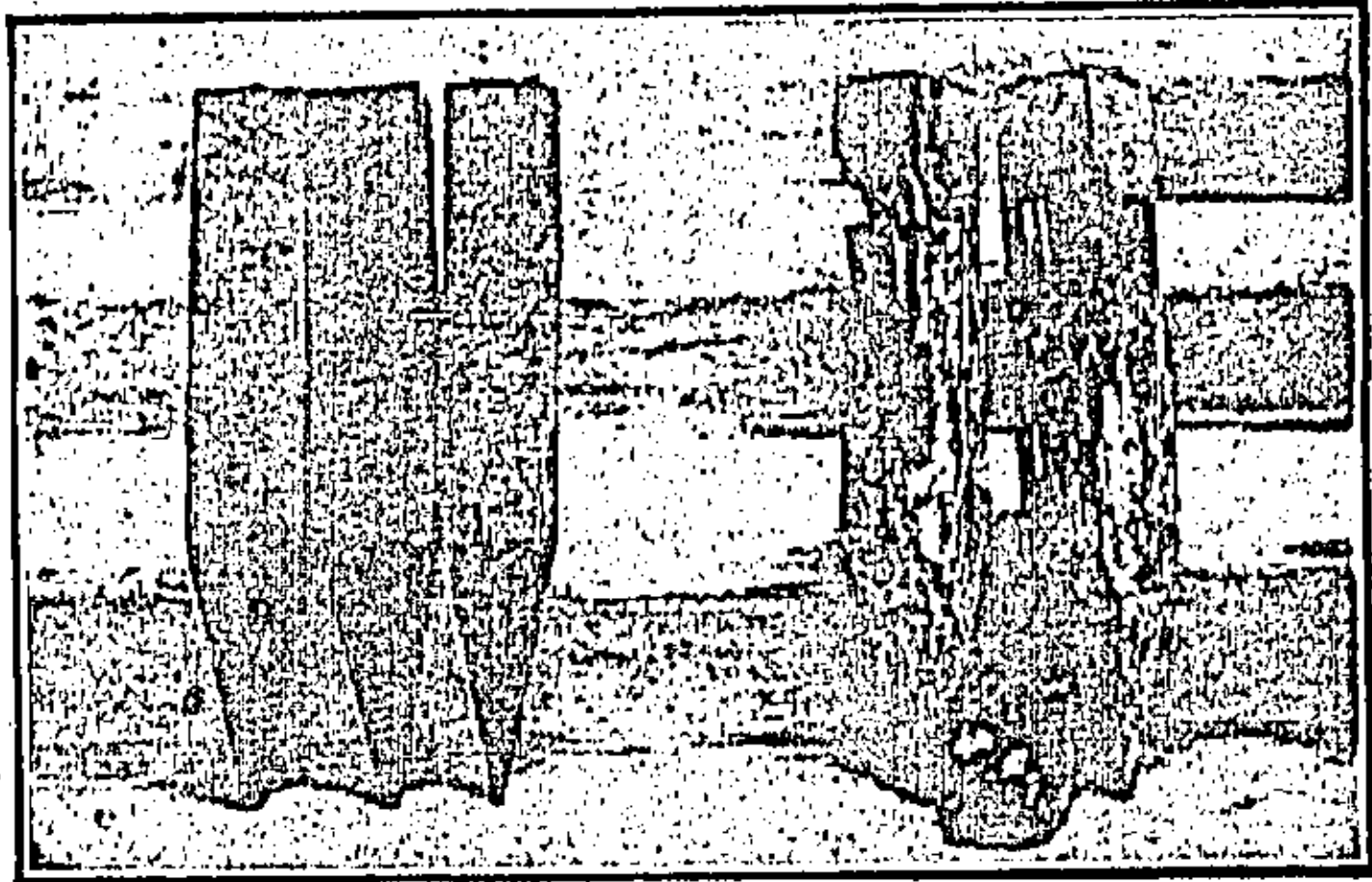
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"RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

THE POLICE BALL.

A SUCCESSFUL FUNCTION LAST NIGHT.

The City Hall presented a brilliantly gay appearance last evening, the occasion of the annual Hongkong Police ball. New ideas were brought to bear in the matter of decoration and the result was particularly pleasing. The entrance was tastefully lit with coloured lights concealed in the banks of greenery on either side. The entrance hall was hung with bunting arranged in novel and unusually attractive manner. Draped flags hung at intervals up the main stairway to the ball rooms.

St. Andrew's Hall has rarely looked so inviting as last night. A scheme of red, white and blue decoration was worked out round the walls, strings of coloured lights crossed and recrossed the room and the centre was occupied with a huge representation of a Christmas tree. Vari-coloured lights were concealed within the branches and lent a wonderful touch to an altogether charmingly decorated room. From a concealed hiding place in the corner were flashed at intervals spot lights when the general lighting scheme was lowered.

The "Dew Drop Inn." St. George's hall was similarly decorated with the exception of a Christmas tree while the bandstand between the two rooms was hung with greenery, lights and Chinese lanterns.

The verandahs outside were enclosed and suitably furnished for sitting out. The supper room was nearby, being hung with flags, two huge Police blue ensigns being draped at one end of the room.

Down below there was a comfortable card room by the side of the main stairway, cut off from the rest of the building by a wall of flags. To the right of the entrance hall was the meeting of many, the "Dew Drop Inn," a sign with an invitation which was not lost on the vast majority.

Altogether the appearance of the whole building was exceedingly cheery and Christmas-like and the spirit of revelry was awake among all the guests, a most enjoyable evening being spent by all.

Among those who attended were His Excellency the Governor and Lady Clementi, the Hon. Mr. E.D.C. Wolfe and Mrs. Wolfe, Major General C. C. Luard and Mrs. Luard, Commodore Pearson and Mrs. Pearson, Col. Edmeades, all Superintendents of Police, Magistrates, the Doctors from the Government Civil Hospital and the Kowloon Hospital, the Harbour Master and Mrs. Hole, the Assistant Harbour Master and Mrs. Booth, and Mr. and Mrs. J. W. Franks. Altogether there were about 400 people present.

The Dancing. Music for dancing was provided by the band of the Hongkong Hotel, the programme being as follows:

Fox Trot, Roll'em Girls; Fox Trot, Why don't you marry the Girl; Waltz, Night of Love; Lancers, Amelia; Fox Trot, I diddle diddle the Cat and the Fiddle; One Step, Mother Kelly's Doorstep; Fox Trot, Hello Baby; Fox Trot, I love her; Waltz, Prisoners Song; Fox Trot, Barcelona; Fox Trot, Who's One Step, Yes Sir She's my Baby; Fox Trot, Then I'll be Happy; Waltz, Let me call you Sweetheart; Fox Trot, Chinese Moon; Fox Trot, Why Can't a fellow like me get a girl like you; Fox Trot, Your Burning me up; One Step, That's Why; Fox Trot, Spanish Shawl; Fox Trot, Freshie; Reel, Pipers; Fox Trot, Where did you get those eyes; One Step, Mary Lou; Fox Trot, Who'd be Blue; Fox Trot, Deep Henderson; Waltz, Oh how I miss you tonight.

The Officials. Those responsible for the decorations are congratulated on their success. The scheme was carried out by the Police Committee and the Committee in charge of arrangement for the Petty Officers Ball which is to be given to-night when the same effective decorations, with one or two small alterations, will be used.

The officials responsible for the success of last night's function are as follows.

President Hon. E.D.C. Wolfe, C.S.P.; Chairman, Insp. Blackman; Secretary, S. J. Bradwell; Treasurer, A. Dormer; M. C.s., Messrs. Wright, Simpson, Smith, Wynne, McMahon, Humphreys.

Committee: Messrs. Dick, Delahunty, Wright, Charman, Dormer, P. Condon, A. Kirby.

POTASH.

A FRANCO-GERMAN PACT.

Paris, Dec. 23.

The newspaper *Excelsior* announces the imminent signing of a new Franco-German agreement concerning the distribution of potash exports.—*Havas*.

ATTEMPTED THEFT.

GOLD WATCHES CONCEALED IN SLEEVE.

There was a sequel at the Central Magistracy to the recent attempted robbery at Messrs. Sennet Freres', two men being charged with attempting to steal a number of gold watches.

Outlining the case Sgt. Meadows said that at 11.30 a.m. on December 14, three men entered Messrs. Sennet Freres' shop and asked to see some watches. Mr. Leon Weill, an assistant, displayed a number of watches and was in the act of getting others from a showcase when he noticed one of the men put his handkerchief over one of the watches and slip both handkerchief and watch up his sleeve.

Feeling for Money. Mr. Weill sent for the police keeping the three men engaged in conversation. One of the three apparently suspected trouble and got away before the Police arrived.

When the Police arrived, the first defendant refused to be searched, afterwards throwing three watches across the counter. A fourth watch, which did not form part of the charge, was found under a stand near where the second defendant had been standing.

Mr. Leon Weill corroborated the Police evidence.

In reply to the Magistrate, the first accused said that he had no intention to steal. He was feeling in his pocket for some money. The second accused said that he knew nothing about the matter at all. He was merely in the shop at the time.

His Worship found the second man "not guilty" and discharged him.

Sgt. Meadows informed his Worship that the first accused was a returned banished, having been banished from the Colony eighteen months ago.

His Worship sentenced the man to nine months' imprisonment for returning from banishment and to three months' for the attempted larceny of the watches, both with hard labour, the sentences to run consecutively.

RUSHED TO DEATH.

WORKERS WHO WENT BACK TOO SOON.

That stronger measures could have been taken to prevent workers from rushing towards the face of a quarry immediately after blasting operations was the opinion expressed by a the jury at a death inquiry held at the Central Magistracy yesterday.

The case concerned the death of two Chinese who were killed at the Government Quarry at Tsat Tsz Mui on December 10 by a falling boulder. It was stated that blasting operations had been carried out and the usual procedure was to send the workmen away from their place of work and allow at least ten minutes before they returned.

The workers usually ignored this and rushed back to work immediately. This happened at the quarry and a boulder fell and crushed the two men. One man was killed outright, his head being badly crushed. The other was admitted to the Government Civil Hospital with his left leg almost severed. He died the following day.

The jury returned a verdict of accidental death, and found that the foreman was negligent in his duties. They also added the rider given above.

OBITUARY.

SIR FRANK FORBES, ADAM.

Rugby, Dec. 23.

The death occurred yesterday at the age of eighty years of Sir Frank Forbes Adam, who played a conspicuous part in the commercial and public life of Bombay and later of Manchester.—*British Wireless*.

[Sir Frank Forbes Adam was born in 1846, and went out to India in 1872 as a merchant, later becoming president of the Bank of Bombay. He returned to England in 1890, and was president of the Manchester Chamber of Commerce in 1894 and from 1903 to 1905. He was made a Baronet in 1917.]

ARMSTRONG WHITWORTHS.

A FIVE YEAR MORATORIUM.

London, Dec. 23.

Meetings of all classes of debenture shareholders of Armstrong Whitworths have agreed on a scheme of arrangement drawn up by the advisory committee.

The scheme provides for a five-year moratorium for debenture interest.—*Reuter*.

KOMOR & KOMOR
CHATER ROAD
FOR TWO WEEKS ONLY
EXHIBITION
OF
PEARLS
Messrs. Kodaka & Co., of Japan exhibit a fine collection of
NATURAL AND CULTUR PEARLS
Also delightful pieces of mounted jewellery for ladies and gentlemen. Rings, Brooches, Necklaces etc. at very moderate prices.
KOMOR & KOMOR
ART AND CURIO EXPERTS.
St. George's Building.

CHRISTMAS GREETINGS TO ALL

SPECIAL MENUS FOR THE 25th

BUT NO EXTRA CHARGE

Musical Tiffin ...\$1.00
Dinner D'ansant ...\$1.50

DINE, WINE & MAKE MERRY

AT CAFE RESTAURANT P RISIEN

WITNESS WANTED.

POLICE AND A SUNNING PASSENGER.

We have been asked by the Hongkong Police to state that a Chinese gentleman who occupied second class cabin No. 16 on the s.s. Sunning when the vessel was pirated will do a public service if he comes forward.

The gentleman concerned is asked to communicate with the Chief Detective Inspector at the Central Police Station.

U. S. CONGRESS.

ADJOURNS FOR CHRISTMAS HOLIDAYS.

Washington, Dec. 23.
Congress has adjourned until Jan. 3, for the Christmas holidays.—*Reuter's American Service*.

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEWAYS) TEL. CENTRAL 492.

HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation with-out delay.

By early registration, the best available accommodation is at your disposal Call at our Offices or write for full particulars to:-

Thos. Cook & Son, Ltd.

12, Pedder Street, Hongkong. Head Office:—Berkley Street, Piccadilly, London, W. 1.

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SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. [Wing Woo Street TEL. 52 Central]

CHRISTMAS COMES BUT ONCE A YEAR.

So Why let your cook prepare you the ordinary Christmas dinner?

Come to us and make your own choice, no time wasted. We are very handily located, within easy reach from all offices, in the centre of the town.

A call at our store may show you just the special thing you want which you may have forgotten or don't know where to find.

If suggestions for your table are required we are always at your service.

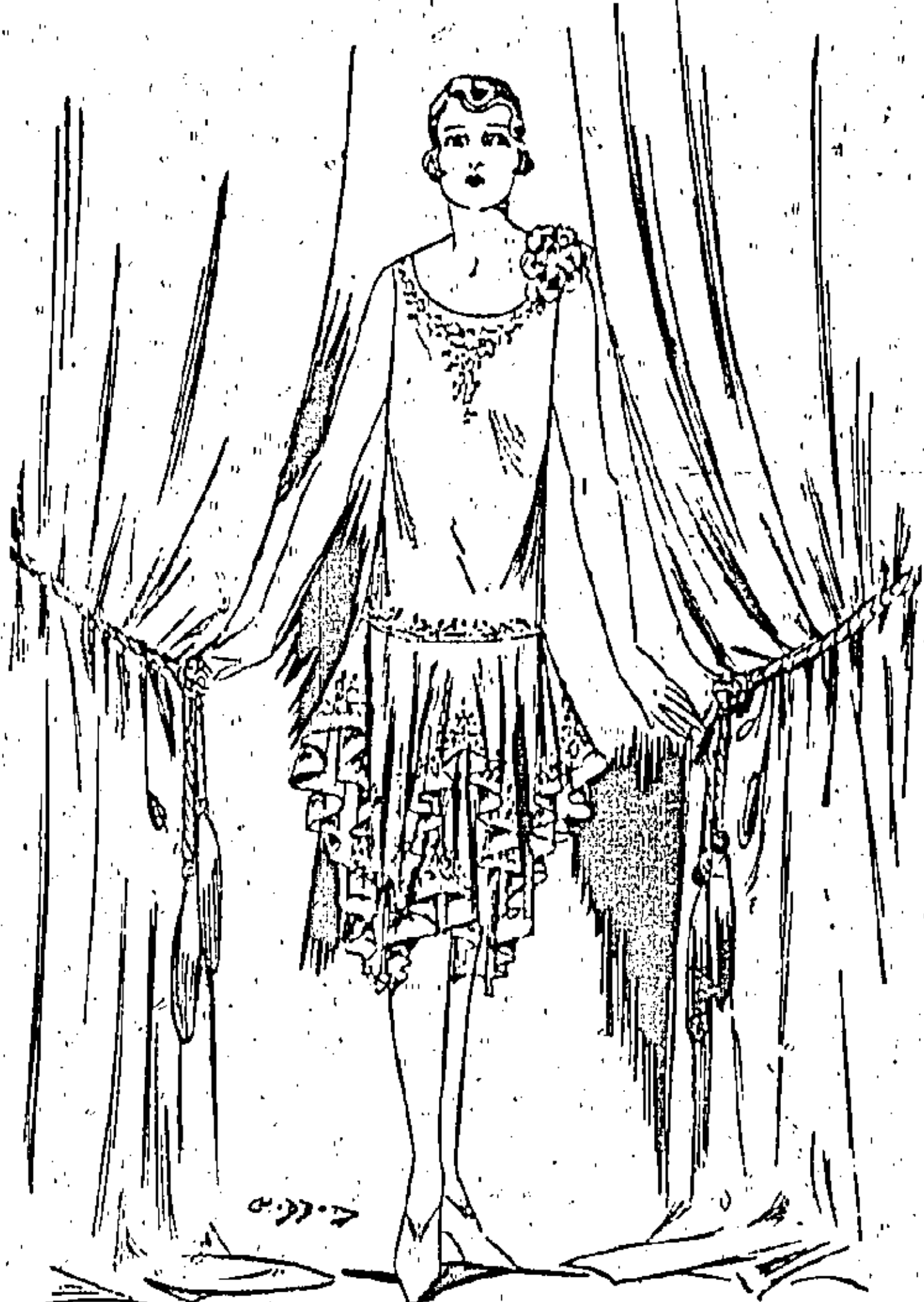
THE HONGKONG GROCERY.

No. 10, ICE HOUSE STREET. Tel. C. 5211.

NESTLE'S CHOCOLATES

XMAS GIFTS
ROLLS and PACKETSWOMAN'S
WORLD

CAILLER and KOHLER'S

XMAS GIFTS
BONBONS

A dainty, 'frilly' model, in shell-pink chiffon, with silver thread and bead embroidery. The frock is mounted over a slip of silver tissue, which is glimpsed beneath cascading skirt. A posy of pink and silver flowers, rests on one shoulder.

FASHIONS, FADS AND FASHIONS.

Evening wraps which are even more luxurious than any we have had before, are now to be seen in the modistes' windows. One model, which is particularly beautiful, is made of oyster-white satin, edged with a black, feathery fringe, above which a thin line of diamante acts as a heading. Inside this wrap, tiers of soft feathers stretch from the waist to the hem line, creating a great expanse of softness when the wrap is thrown back. Black and white seem to be much favoured, where sumptuous wraps are concerned.

White fox neckpieces are worn with colourful velvet wraps and fox in white, platinum or beige is used as trimming on many models. For instance, a silver lame wrap is collared in platinum fox and a border of fox completes the hemline. Ostrich fans still wave throughout the boxes in shaded tones of reds and greens. Skirts are quite as short on evening gowns as on daytime frocks.

One of the prettiest Period dresses noted this season is made with a silver taffeta bodice on long-waisted lines and a full skirt of all-over silver lace bordered with a deep transparent hem of silver net. Beneath the open-work effect of the lace skirt is worn a pile green-slip of silk crepe which extends just to the transparent hemline. Silver hosiery and Nile slippers are worn with this frock.

Dresses made of delicate spun glass are seen on foreign ball-room dance floors. It takes about six months to make enough spun glass material for one dress. They say that a ball room full of these gowns gives the effect of a roomful of iridescent butterflies.

Pink jewellery is a whim of the moment with rose quartz and its imitations forming chokers, necklaces, bracelets, earrings and bar pins. The pale transparency of rose quartz is very flattering.

FANS AND FLOWERS.

IMPORTANT ACCESSORIES.

Fans are larger than ever, and consequently more costly. With the simple frock they are usually darker than the gown, or else they contrast colours. With a pink gown, nothing is lovelier than a fan in the deep red tones, or in the bright shades from flame to coral. With the velvet-frock, the fan is often exactly the shade of the frock. With metal cloth frocks, highly coloured fans are used. Nile or emerald green is lovely with silver, and so is a delicate pink or orchid.

The artificial flowers of this season are unbelievably beautiful and more lavishly used than ever before—particularly in the back. The shoulder bouquet is larger than ever, and often has small garlands or festoons that hang to the waistline.

Chiffon and velvet flowers are beautifully made, sometimes jewelled and embroidered to give a hint of seductive glitter. Lovely ones are made of feathers in pastel colours, and in lace and net.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Nov. 25.
Do any of you want a delightful coral pink georgette frock trimmed with ostrich feathers? Think how it might add to the joy of Christmas festivities. Margarita has sketched for you a most effective little frock which will look equally delightful in blue or orange; but having seen a similar one in coral pink, and having a personal liking for that colour, I cannot help recommending it.

Then Stephanie, being a woman, cannot stick to her particular line—lingerie—but has weighed in with a black confection which I venture to think excuses her departure. She tells me that it is of black satin with a coloured georgette underslip, the pleats of which show through the skirt, and, worn with one of the newest high-crowned hats, it makes a wrap coat. In view of the financial state of the whole of the habitable globe (American being automatically excepted!) I think the most popular frocks are the "any occasion" ones, and wherever possible I shall give them to you—assisted, of course, by my artists, who have a penchant for straying off into the impracticable, because their thought processes become involved by attendance at multifarious dress-shows.

Is That So?

I think it says much for the artistic renaissance which many

wise people tell us is taking place that Mr. Jacob Epstein's admirers include the majority of our sex.

One in particular is Miss Thorndike who, when hundreds of people were getting up in arms, and writing to the papers about the bird memorial which Epstein executed for Hyde Park, in memory of

Hudson, told me that it gave her a feeling of "infinite peace". The sculptor also did a wonderful head of Miss Thorndike which always graces the vestibule of any theatre where she is playing. It makes her look years and years older than she really is, but when I ventured to suggest that, although doubtless a work of art, it was not flattering, she replied very quickly: "It's ME. It shows everything I ever thought and ever shall think!" And I suppose no artist could want a greater tribute than that from another artist!

Mention of Sybil Thorndike makes me wonder how many people know what a tremendous force she is, apart from her marvellous acting? The stage-door attendants will tell you that her presence permeates the theatres where she plays. No one is too insignificant for her notice, and she really would much rather talk about her children than about her histrionic triumphs. She says that her two talented daughters are going to "learn their job" where she did—at the famous "old Vic", to which I have referred before. I always think it is a tremendous triumph

for our sex when we get a perfect example of a professional woman who can still be a good mother. It amounts to what Lady Frances Balfour told me: "A clever woman can make a success of both; a silly woman of neither!" Which, I venture to suggest, is an epigram worthy of Wilde.

The Street Of Adventure.

Do any of you read the works of Miss Ethel M. Dell? Of course you do—the most highbrow of you—and get the maximum amount of thrills therefrom.

All the foregoing being un-animously adopted, I recommend you to Miss Dell's latest, "The Black Knight". The hero starts out under the usual Dellian handicap of not seeming to shape like one; of being, in fact, dubbed "the White Rabbit" by his lady.

Hodder & Stoughton are publishing an attractive book of short impressionist stories (some of them new, and others collected "by permission of") by a writer called "Janet Ling". This pen-name hides, and to certain extent reveals, a personality very well known in social circles, with a father whose name is a household word. Sometimes I think the daughter shows traces of her father's tendency to enquire "What...?" But enough. I am not supposed to know. The title of the book is "Illusion".

THIS WEEK'S RECIPE.

FRUIT SPONGE.

Dissolve 1oz. of gelatine. Stew 1lb. of any fruit, such as currants or gooseberries, in half a pint of water till tender, pass through a wire sieve, return to the saucepan, add sugar to taste, then the gelatine. Boil for a few minutes, strain into a basin, and let cool (not set). Add the beaten-up white of an egg, then beat all for at least a quarter of an hour. The whipping must be constant, or it will not get spongy. When finished it can be put into a damp mould and turned out or built up roughly on a glass dish. The juice of a lemon may be added if desired.

THE ELUSIVENESS OF CHARM.

The world is full of people whom no one cares very much about except those who live with them and profit by their responsible, unselfish virtues. That isn't the fault of the virtues; it is owing to the lack of charm.

What is charm? Why is one person charming and another not at all? The wisest philosopher has got no further than the traditional reason—"because."

We know there is a something that gets the best things as by divine right, and that, not knowing what else to call it, we call it charm. People with charm don't escape hardships by any means. On the contrary, they suffer many—but on the whole, they get the best life has to offer.



This is a delightful ostrich trimmed georgette frock for special occasions.

TACTLESS LISTENERS.

TRIAL TO NERVES AND TEMPER.

The woman who listens well holds a certain key to popularity. The trouble is that many women who really wish to listen sympathetically have by no means acquired the art.

There are so many kinds of listeners. One of the most annoying is the woman who looks at one blankly in the middle of a story, and never says a word. This invariably upsets the narrator, and she loses the thread of her discourse and thinks how flat her chatter must sound.

The person who interrupts when the speaker strikes some chord of association is also a trial to nerves and temper.

"Yes, that happened to me, too," or "That reminds me," she interjects. And then follow reminiscences, ending with "Excuse me for interrupting. What were you saying?"

Still another irritating listener is the ejaculatory person. "Ah!" "Oh!" "Yes!" "Not really?" "I know," she mutters at intervals, with the regularity of machine-gun firing.

What sort of listener do I like to talk to?

Oh, anyone who is really responsive.

One of the very pleasantest qualities in a listener is a soft, sympathetic laugh—at the right time! But that possession is rare. There are only few women who have it, but there is nothing more contagious or stimulating when used with discretion.



The new doll family, left to right, above, the wicked aristocrat, Pierrot; below the Dutch peasant, the Spanish lady; centre another peasant.

FASHIONS IN FOOTWEAR.

Shoes are divided into two classes, the ornate and the simple; and since a modern woman needs shoes in quantities, it is likely that she will have several pairs of both. Fanciful effects are achieved with reptile skins. Lizard, however, is no longer considered smart when fashioning the whole shoe, and its latest vogue is for piping and very restrained trimming.

This type of ornamentation requires something more ambitious than a pump, and so there is a return to the sandal shapes. They are characterised by thin straps and quaintly-shaped vamp, which, if they are not dissected into fantastical triangles of patent leather bound with reptile, or vice versa, are perforated with a unique design.

The unadorned examples are works of art in the cut. Usually they are cut high on the foot, with "spike" heels. Sometimes rectangular buckles are seen, but they are there solely to match the clasp on the bag. Black is by no means the only colour.

There is a return to the craze for blue footwear, while grey and beige are worn with matching dresses.

It may be that reptile skins are less popular for formal shoes on account of their tremendous popularity for sports wear. The low-shaped model with the broad strap, buckling on one side, is still the most sought-after design, and second in order of popularity comes the stout leather design which hugs the back of the leg tightly, and finishes round the ankles with crossover lacing, like a ballerina's slipper.

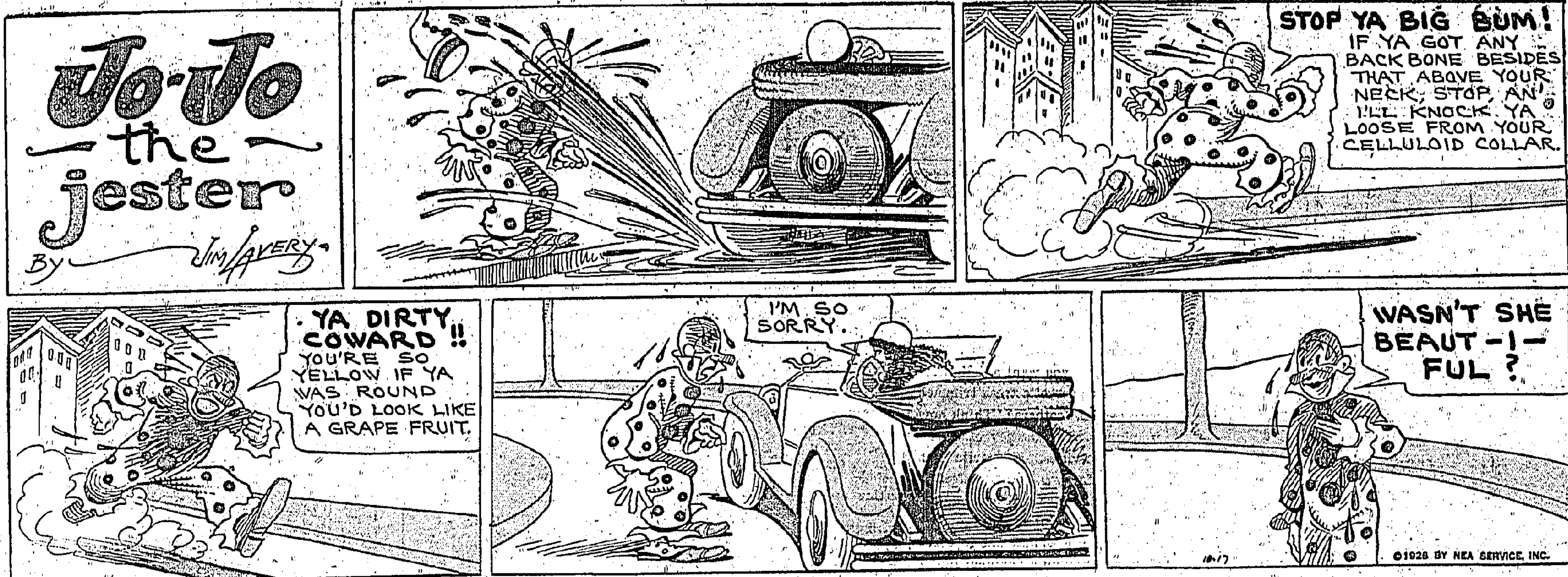
A new kind of Russian boot has been sprung upon us. It is made with a leg like a concertina, which fits snugly by virtue of its elastic padding.



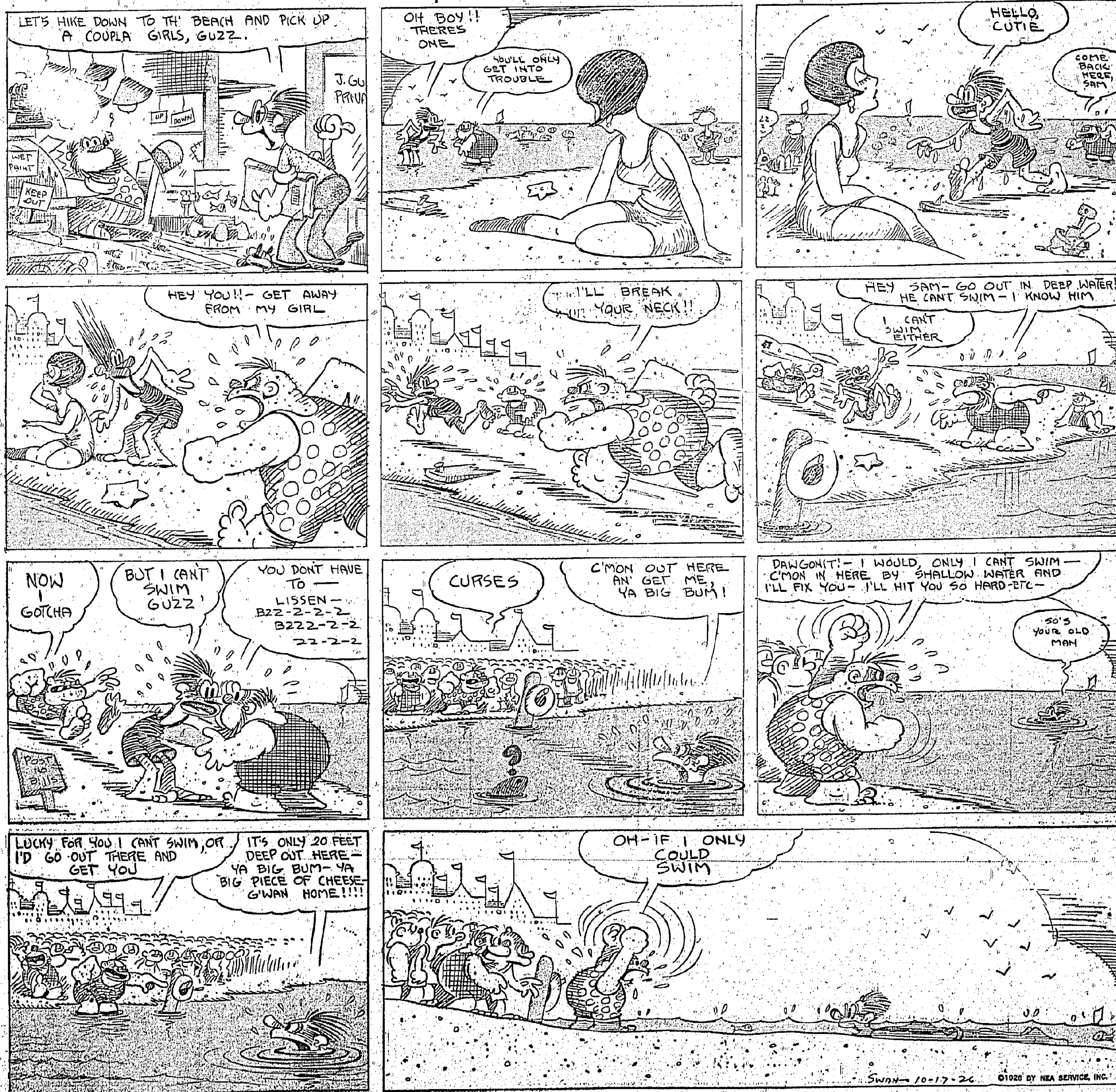
The whole trick with this year's coat is to handle the fur well—to use just what is needed, but never compromise with slenderness or never disturb the line. This coat succeeded perfectly. The material is very fine wool, and the fur is just a shade darker.

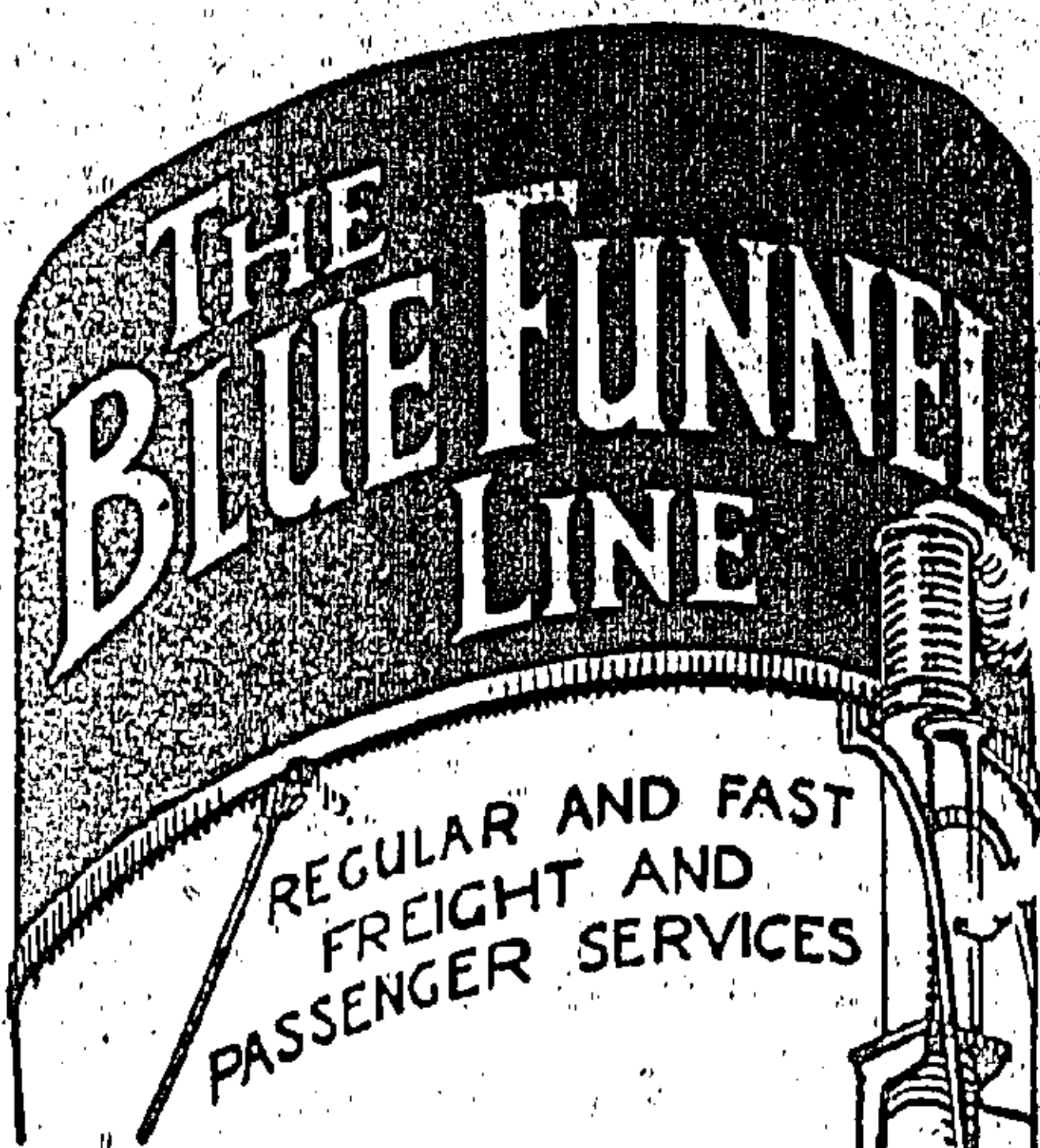


A becoming creation in black satin and georgette, described by "Joan."



SALESMAN SAM





LONDON SERVICE

"AUTOLYOUS" 25th Dec. Marseilles, London, R'dam & H'burg
 "AENEAS" 11th Jan. Marseilles, London, R'dam & H'burg
 "AGAPENOR" 25th Jan. Marseilles, London, R'dam & H'burg
 "SARPEDON" 9th Feb. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"DOLIOS" 20th Jan. Genoa, Havre, Liverpool & Glasgow
 "DEGALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow
 "MEON" 20th Mar. Genoa, Havre & Liverpool
 "PHILOCTETES" 23rd Mar. Havre, Liverpool & Glasgow

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via Kobe & Yokohama
 "PHILOCTETES" 31st Dec. Victoria, Vancouver & Seattle
 "TYNDAROS" 20th Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"OANFA" 14th Jan. New York, Boston & Baltimore
 "CYCLOPS" 28th Jan. New York, Boston & Baltimore

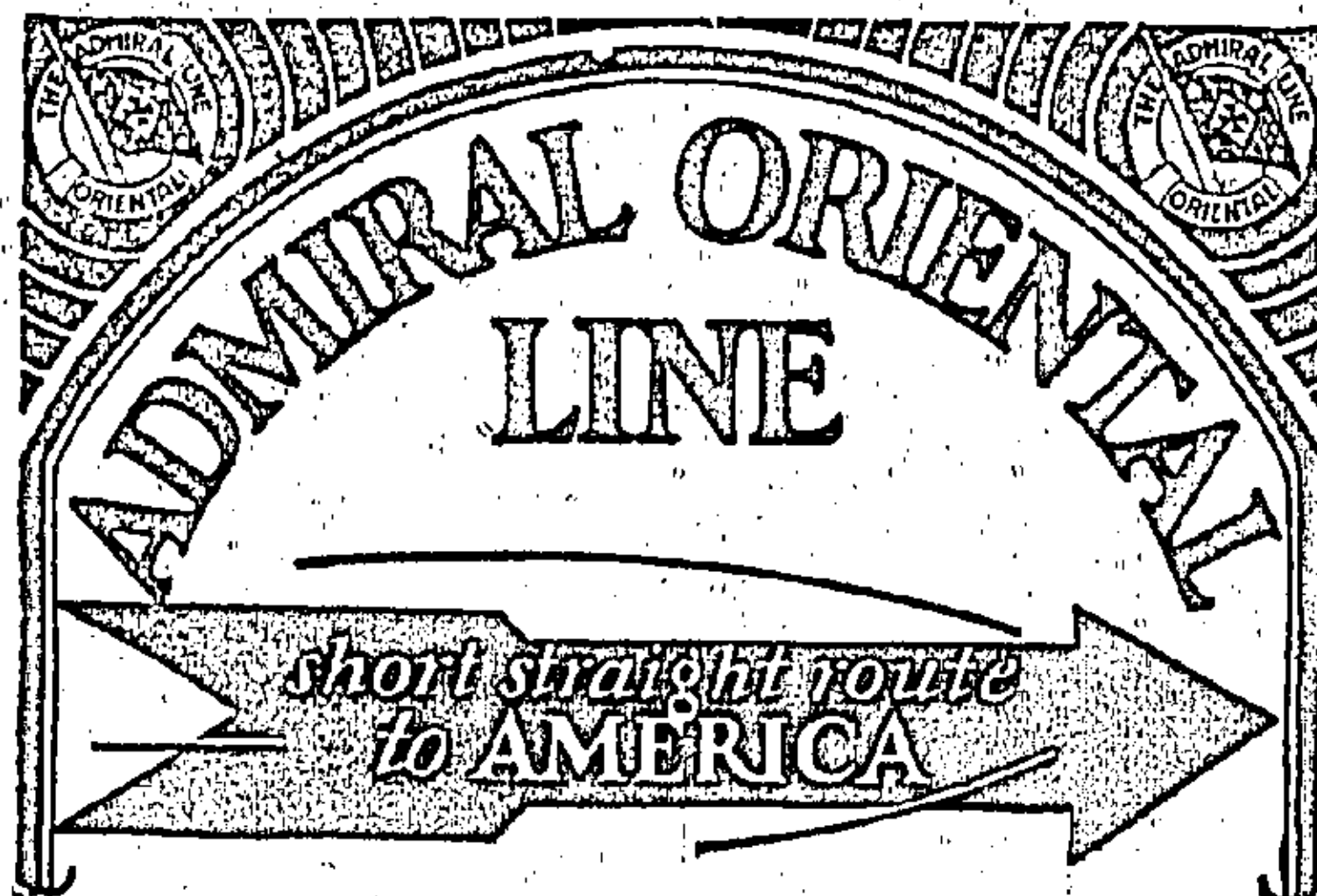
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 S.S. "PRESIDENT GRANT" Jan. 11th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Jan. 23rd, 5.00 p.m.

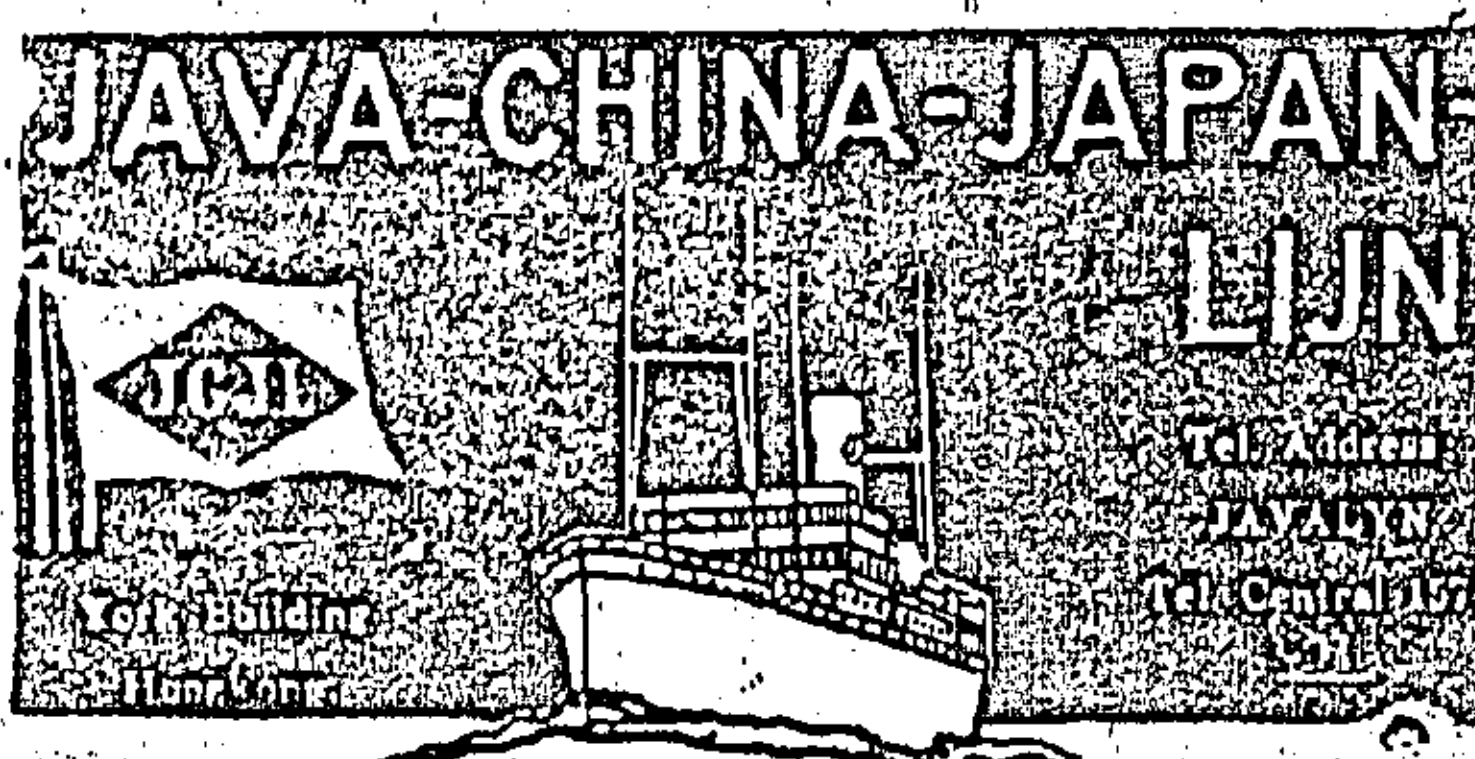
FOR MANILA

S.S. "PRESIDENT GRANT" Jan. 3rd, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Jan. 15th, 5.00 p.m.
 S.S. "PRESIDENT JACKSON" Jan. 27th, 5.00 p.m.

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Tjikini	N. China	In Port	24th Dec.	M'ksar & Java
Tjisroea	Java	26th Dec.	30th Dec.	Shanghai
Tjikarang	Shanghai	27th Dec.	30th Dec.	Batavia
Tjikandi	Japan	4th Jan.	5th Jan.	Batavia
Tjikarom	Java	4th Jan.	6th Jan.	Amoy, N. China
Tjikmanok	N. China	6th Jan.	7th Jan.	Batavia
Tjisondari	Java	9th Jan.	13th Jan.	Shanghai
Tjisroea	Shanghai	10th Jan.	13th Jan.	Batavia
Tjisalak	N. China	19th Jan.	21st Jan.	M'ksar & Java

*Via Macassar

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EMPRESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	May 14	May 17	May 20	May 23	May 29
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 40
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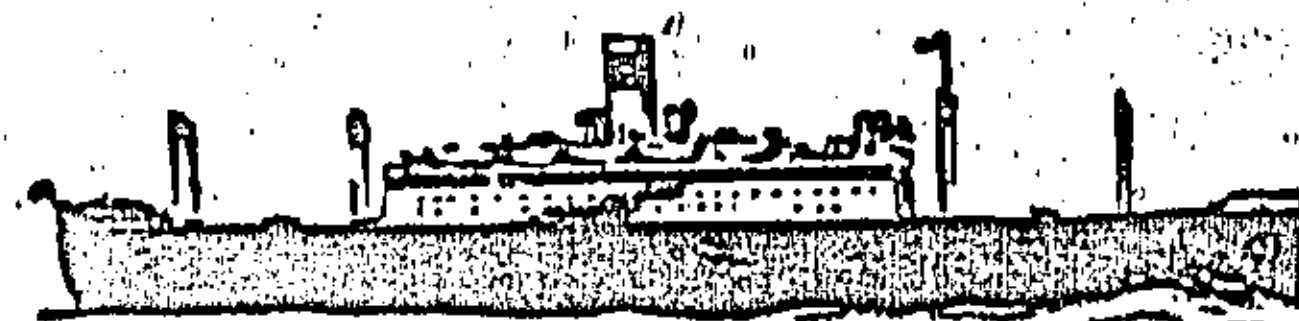
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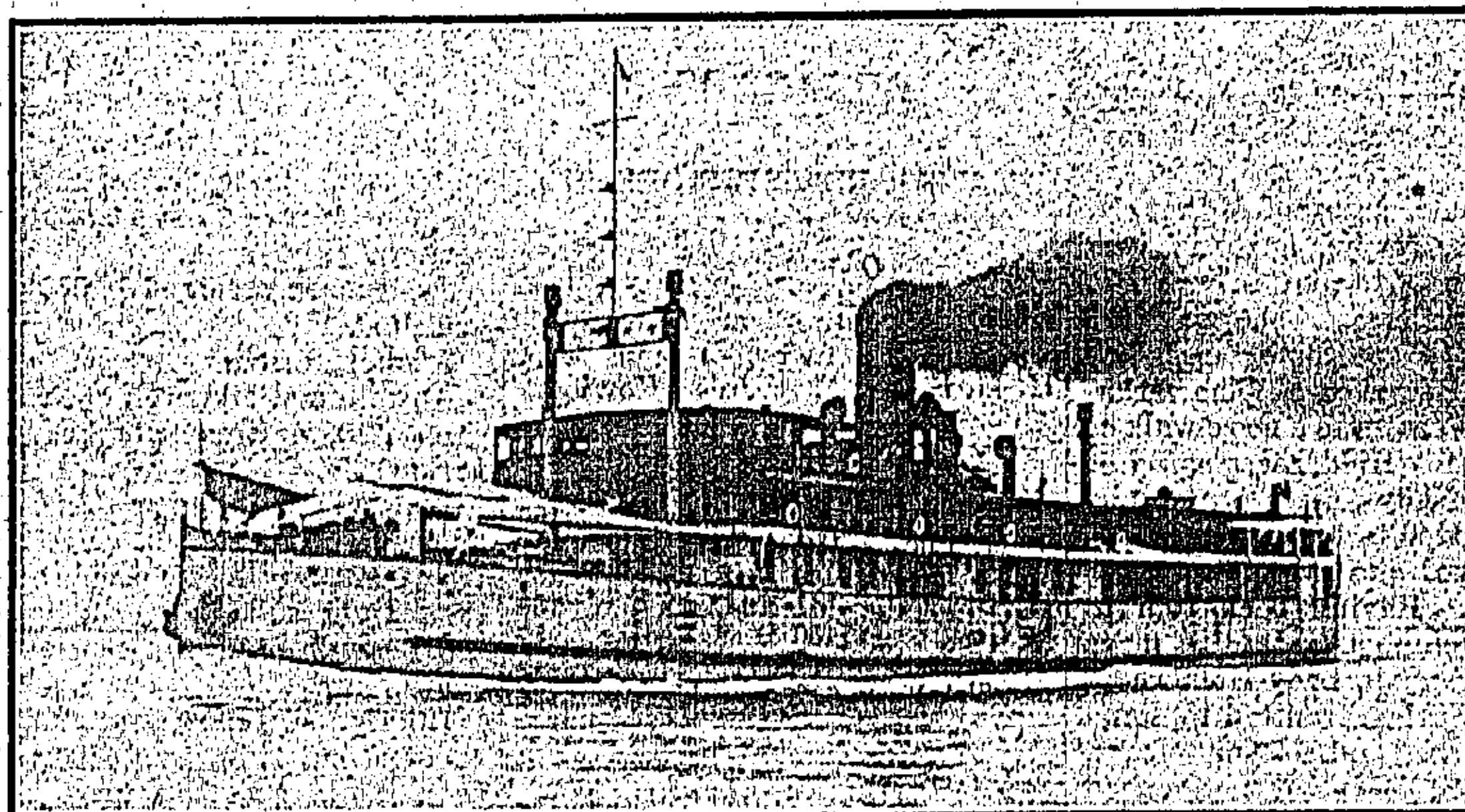
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MIRZAPUR	6,718	29 Dec. noon.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	5th Jan.	S'pore Pang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les L'don A'werp & Hull
DEVANHA	8,155	28th Jan.	S'pore, Pang C'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore Pang C'bo & B'bay
KASHMIR	9,005	19th Feb.	Marseilles London A'werp & Hull

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TAKLIWA	7,936	2nd Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	21st Jan.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	31st Dec.	Manila, Sandakan, Thurs.
ARAFURA	6,000	28th Jan.	Island, Townsville, B'bane.
TANDA	6,956	4th March.	Sydney and Melbourne.

*Calls at Kolambagan but not at Sandakan.

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ARAFURA	6,000	4th Jan.	Moji, Kobe, Osaka & Yokohama
MOREA	10,918	7th Jan.	Shanghai, Moji & Kobe
DEVANHA	8,155	7th Jan.	Shanghai, Moji & Kobe
TILAWA	10,000	12th Jan.	Shanghai & Kobe
NAGPORS	5,283	19th Jan.	S'hai, Moji, Kobe & Yokohama

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CHANGTE	12th April	19th April

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Arrivals from Europe.

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ANGERS	18th Jan. 1927.
D'ARTAGNAN	5th Jan. 1927.
SEPHINX	19th Jan. 1927.
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HAKONE MARU ... Saturday, 1st Jan.

SUWA MARU ... Saturday, 15th Jan.

FUSHIMI MARU ... Saturday, 29th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 19th Jan. at 11 a.m.

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TATSUNO MARU ... Thursday, 10th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore & Colombo.

GENOA MARU ... Wednesday, 29th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Thursday, 30th Dec.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 21st Jan.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Monday, 27th Dec.

SEIYO MARU (Moji direct) ... Saturday, 1st Jan.

HAKUSAN MARU ... Monday, 10th Jan.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" on or about middle of Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0d	£66. 0. 0d

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

M.V. "VIMINALE" Sails on or about 3rd Feb. 1927.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

M.V. "VIMINALE" Sails on or about 4th Mar. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta End of Dec.

S.S. "UMSINGA" Sails from Calcutta 31st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Telephone Central 1030.

Agents

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. Sunday.
Sailings from Canton: Daily, at 8 a.m. No Sailings.

ADDITIONAL SAILINGS.

Steamer will leave for Canton on

Tuesday, 21st Dec. } at 2 a.m. and from Canton at 3 p.m. same day.
Thursday 23rd Dec. }
Saturday 25th Dec. }

SPECIAL HOLIDAY EXCURSIONS.

s.s. "SUI AN" will depart from Company's Wing

Lok Street Wharf on:—

Saturday 25th at 9 a.m. and from Macao at 3 p.m.

Sunday 26th at 9 a.m. and from Macao at 3.30 p.m.

Monday 27th at 9 a.m. and from Macao at 3 p.m.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily.

(Sunday: 9 A.M. only.)

FROM MACAO: 8 A.M. and 2 P.M. daily.

(Sunday: 4 P.M. only.)

SUNDAY EXCURSION.

On Sunday 27th instant s.s. "SUI AN" will

depart from Company's Wing Lok Street Wharf at 9 A.M.

and from Macao at 3.30 P.M.

HONGKONG & CANTON LINE

Amended Sailings

From Hongkong From Canton

THURSDAY 23rd DECEMBER

2 a.m. "LUNGSHAN" 8 a.m. "KINSHAN"

8 a.m. No Sailing 3 p.m. "LUNGSHAN"

FRIDAY 24th DECEMBER

8 a.m. "KINSHAN" 8 a.m. No Sailing

SATURDAY 25th DECEMBER

2 a.m. "LUNGSHAN" 8 a.m. "KINSHAN"

8 a.m. No Sailing 3 p.m. "LUNGSHAN"

SUNDAY 26th DECEMBER

No Sailing No Sailing

MONDAY 27th DECEMBER

2 a.m. "LUNGSHAN" No Sailing

8 a.m. "KINSHAN" 3 p.m. "LUNGSHAN"

TUESDAY 28th DECEMBER

2 a.m. "TAISHAN" 8 a.m. "KINSHAN"

8 a.m. No Sailing 3 p.m. "TAISHAN"

WEDNESDAY 29th DECEMBER

8 a.m. "KINSHAN" 8 a.m. No Sailing

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel. Due Hongkong. Vessel. Leaves Hongkong.

PEMBROKE 25th Dec. GLENBARA 29th Dec.

GLENIFFER 8th Jan. L'don, R'dam & H'burg via Oran.

GLENORLE 20th Jan. GLENSHIEL 26th Jan.

GLENAMORY 6th Feb. L'don, R'dam & H'burg via Oran.

GLENIFFER 23rd Feb. L'don, R'dam & H'burg via Oran.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696.

INDO CHINA STEAM NAVIGATION Co., Ltd.**SAILINGS SUBJECT TO ALTERATION.**

Destination. Steamer. Sailings.

SANDAKAN Maueang Fri. 24th Dec at 1 p.m.

BANGKOK via Singapore Chiksang Fri. 24th Dec at 3 p.m.

TSINGTAU via Shanghai Kwaisang Sat. 25th Dec at 7 a.m.

OSAKA Amoy Moji & Kobe Nameang Sun. 26th Dec at 7 a.m.

CANTON Pooshing Tues. 28th Dec at 7 a.m.

TSINGTAU Swatow & S'hai Yatsing Wed. 29th Dec at 7 a.m.

STRAITS & Calcutta Laisang Wed. 29th Dec at 3 p.m.

TIENTSIN Chipshing Sat. 1st Jan at 7 a.m.

HAIPHONG via Hoihow Mingang Sat. 1st Jan at 9 a.m.

TSINGTAU Swatow & S'hai Pooshing Sun. 2nd Jan at 7 a.m.

STRAITS & Calcutta Hosang Mon. 3rd Jan at 3 p.m.

SANDAKAN Hsingang Mon. 10th Jan at 2 p.m.

KOBE via Moji Fooksang Wed. 13th Jan at 7 a.m.

TIENTSIN Cheongshing Fri. 15th Jan at noon.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215 Central General Managers

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "AFRI

HOTELS:

THE HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL SHANGHAI"
HOTELS.
LIMITED.

In association with the Grand Hotel
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KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address "Victoria"

KOWLOON HOTEL

8. p.m. Christmas Eve **DINNER**
TO and
1. p.m. New Year's Eve **DANCE**

\$2.50 per Cover.
Book Tables at Once.

Tel. Address: GLENEALY HOTEL. Telephone C. 980.
"Glensally" Hongkong. 3 & 4, Glensally (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with
easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE Cables:—
"EUROPE"
Singapore.**HOTEL**

SINGAPORE.

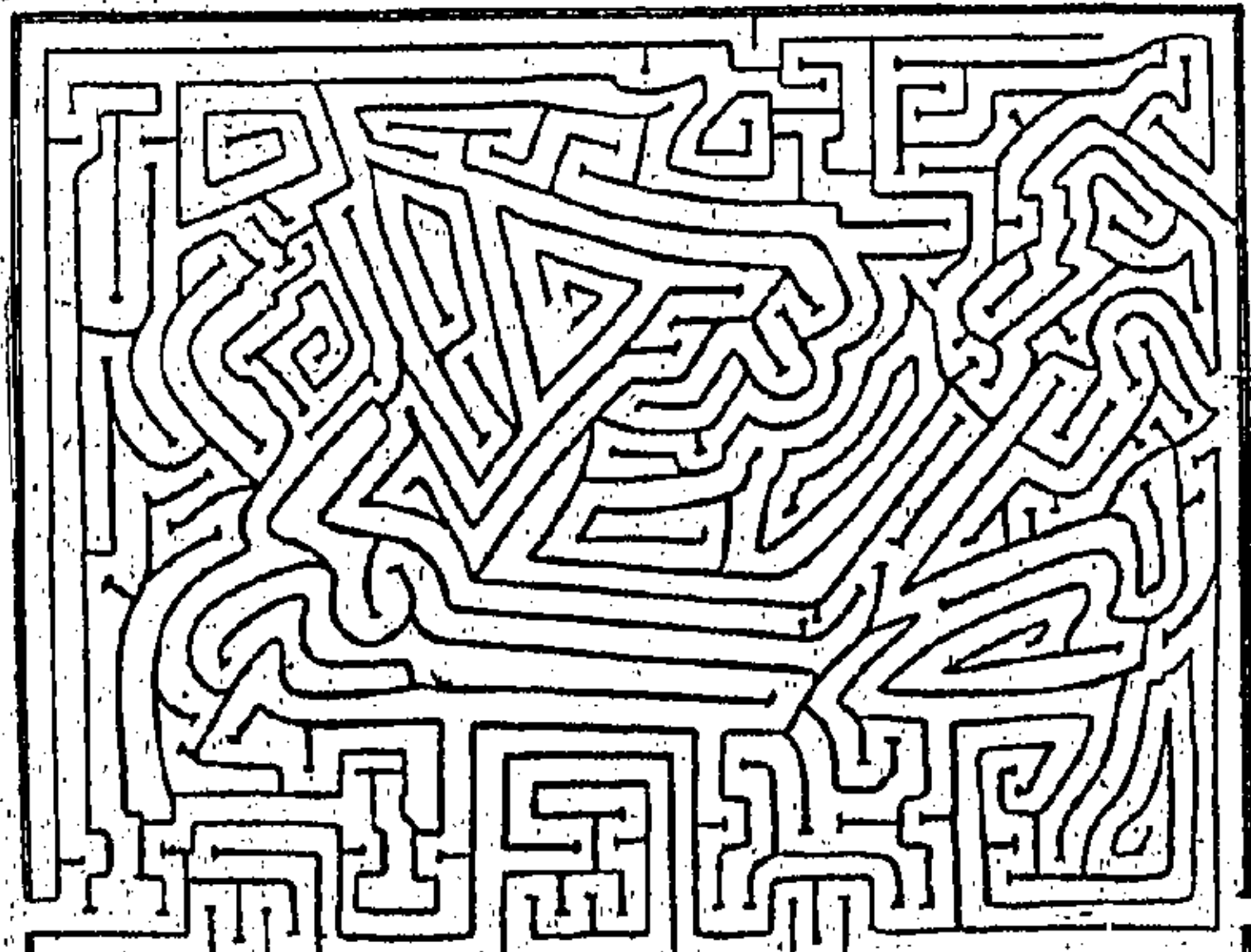
After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill**THE EUROPE HOTEL, LTD.**

Arthur E. Odell, Managing-Director.

THE MYSTIC MAZE

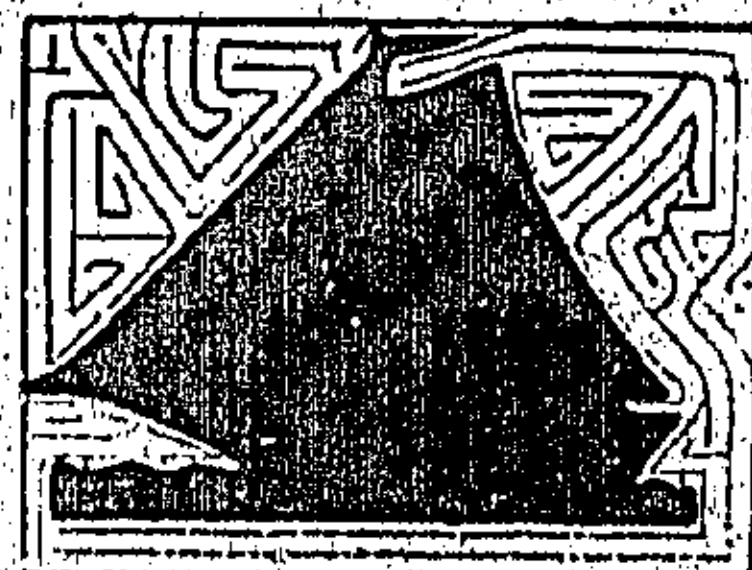
By WALTER B. GIBSON



There is a picture hidden in this
mystic maze.

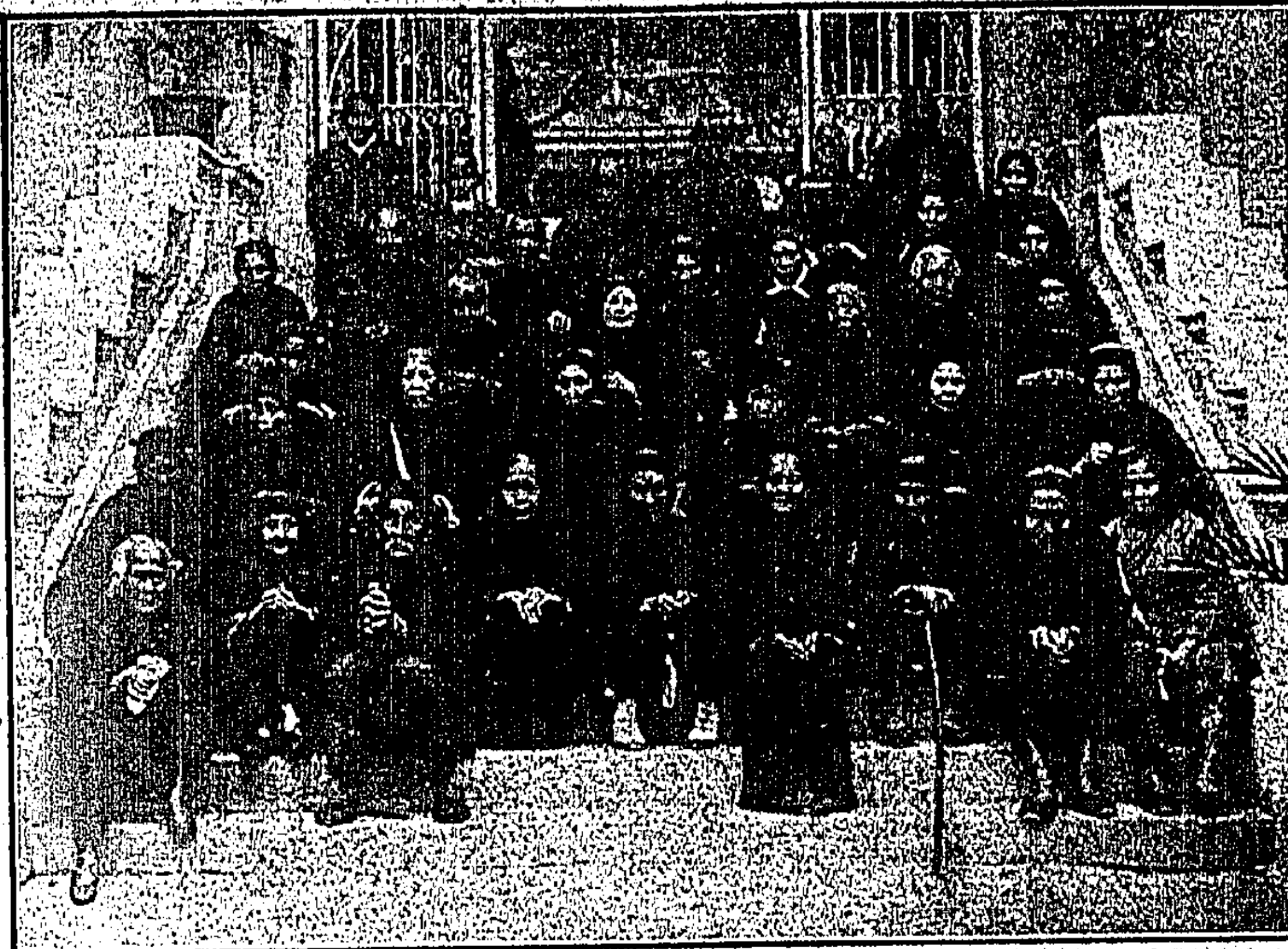
The only way to discover it is to find
your way through the maze. There
are two possible entrances. One of
them is in the right one. If you enter
it, you will be able to trace an intri-
cate course that will take you well
into the labyrinth and out again.

There is only one course through
the maze that can be made without
retracing or without running through
barriers. Find that course and when
you have completed it it will form
the outline of a picture. Fill in the
outline with pencil and you will have
the completed silhouette. It will show
you the third business man at home.



Last Saturday's Picture: The
Sail Boat.

THE EVENING OF THEIR DAYS.



Above are seen a group of aged poor men and women who are now being cared for by the
Little Sisters of the Poor in their new Home at Ngau Sha Wan. (Photo: Mee Cheung).

U. S. AND MEXICO.

NICARAGUAN REVOLT TO BE
LOOKED INTO.

Washington, Dec. 23.
The Senate adopted the resolu-
tion of Mr. Moses, directing the
Foreign Relations Committee to
enquire into American relations
with General Diaz, President of
Nicaragua, and asking for all
diplomatic correspondence on the
subject in recent months.

Specific information is designed
in regard to the part played by
Mexico, in support of the opposi-
tion movement in Nicaragua head-
ed by Dr. Sacasa, chief of the so-
called Liberal Government estab-
lished by revolutionaries at Puerto
Cabezas.—Reuter's American Ser-
vice.

AN UNTIDY MOTOR
DRIVER.

FORCED TO PICK UP SCRAP.

Asbury Park, N. J.—Dressed in
white flannels and white sport
shoes, J. Russell Draper of East
Orange was forced by Police Chief
Harry Beatty of Interlaken, an ex-
clusive suburb of Asbury Park, to
go over a mile of muddy road re-
cently and remove every scrap of
litter on it. Draper had thrown
some newspapers from his car as
he passed through the village and
the action aroused the chief's
anger.

The chief followed Draper in his
own car, overtaking him about a
mile from the village. Accord-
ing to Beatty, Draper's car was
going 45 miles an hour. At inter-
vals pieces of paper and popcorn
boxes were thrown from the car.
After he had been stopped, Draper
told Beatty that he was just hav-
ing some fun. Two women and a
man in the car with him also seem-
ed inclined to joke about the mat-
ter.

Beatty forced Draper to get out
in the rain and start back over the
road. "What papers shall I
pick up?" he asked the chief. "All
of them aren't mine, you know."

"Pick 'em all up," ordered the
chief. "Then we'll be sure to get
the ones that you threw out."

Crossing from one side of the
road to the other, Draper began
his task, pressing the papers to his
white silk shirt.

He made three trips back to his
car with armfuls of papers before
he got back to Interlaken. At
one point, he dropped his papers
and told the chief that he'd rather
take 50 days in goal than continue.
The chief was willing, but Draper
re-considered and went on.

Buenos Aires.—Habitués of the
Liners cattle market were aston-
ished beyond measure one morn-
ing to find one of the pens, usually
reserved for high class Short-
horn steers occupied by a bunch
of twelve buffaloes. Few of the
spectators had even seen such an
animal before and their close in-
spection of these specimens soon
convinced them that the buffalo's
reputation for ferocity is not un-
justified. These buffaloes came
from the province of Entre Rios
and are descended from a pair im-
ported from the United States in
1899 by the then governor of the
province, Don Ramon Foyé. They
were bought by the Armour Pack-
ing Company at a figure averag-
ing \$44 apiece.

CHEKIANG CRISIS.

(Continued From Page 1.)

Shanghai-Hangchow railway, and
is agreeable to Chekiang adopting
an autonomous form of govern-
ment, provided the Chekiangese do
not allow the Cantonese to attack
him.

SUN'S PLAN FOR CITY.

Normal communications now
exist between Shanghai and Hang-
chow. Private messages from the
Chekiang capital state that al-
though peace and quiet exists
there, the city is full of rumours,
and the elements of a real Chin-
ese puzzle are present in the ex-
isting situation.

According to one informant, the
despatch of Marshal Sun's troops
to Hangchow in addition to being
an offensive measure against the
Cantonese, who, occupying Hang-
chow would threaten Shanghai,
was chiefly concerned in seeing
that the Cantonese did not take
Hangchow. Now the Cantonese
have left the city, Sun's troops are
content to remain outside, leaving
control of Hangchow to General
Chen Yi's 1st division.

A large party of Chen's troops
are reported to have been sent
over the Chien Tang river into
the Shaoxing district. This move
is puzzling foreign observers in
Hangchow, but it is believed that
this means neutrality and General
Chen Yi prefers to move his
troops out of the probable battle-
field and let Sun and the Canton-
ese fight it out around Hangchow.
Independence, according to this in-
formant, apparently means going
over to the South.

"Although we have had the idea
that Chekiang people are really in
sympathy with the Southerners, it
seems now that the business men
are not looking forward with any
satisfaction to their coming," one
report states. "The students have
been outspoken for them but now
that they are near the students
seem uneasy and many of the
students have withdrawn from the
schools and have gone home."

LITHUANIA'S REVOLT.

THWARTS BOLSHEVIK PLANS.

Riga, Dec. 23.

The Lithuanian press reports
that the police possess documents
proving indubitably that Bolshe-
vist emissaries from Moscow had
prepared a Bolshevik "putsch"
for Christmas with the object of
linking up Lithuania with Soviet
Russia, and also that similar
putsches had been prepared for
other Baltic States.

The police claim that when they
searched the arrested persons they
found lists of people to be shot
immediately after the putsch.
The military coup which has
resulted in a Right Wing Govern-
ment, has thwarted these plans.—
Reuter.

Regina, Sask., Nov. 16.—Erec-
tion of thirty-five country grain
elevators at a cost of more than
\$1,000,000 will be undertaken im-
mediately by the Saskatchewan
Wheat Pool, the cooperative
marketing association of farmers,
according to an announcement by
the organization issued here.
This will bring the number of
elevators under control of the
farmers to 610.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:—

Banks.

Hongkong, \$1130 s.
Chartered Bank, £21 s.
Mercantile A. & B., 130 1/2 n.
Mercantile C., £13 1/2 n.
F. and O., £92 b.
East Asia, \$84 n.

Marine Ins.

Canton Ins., \$640 b.
China Underwriters, \$1.45 s.
North China, Tls. 145 n.
Union Ins., 290 n.
Yantai Ins., \$45 s.

Fire Ins.

China Fires, \$200 b.
Hongkong Fire, 615 b.

Shipping

Douglases, \$281 b.
Steamboats, \$26 b.
Tugs, \$11 b.
Indo-Chinas, (Prof.) \$32 b.
Sholl Trans., 90/- n.
Star Ferries, \$60 n.
Waterboats, \$15 b.

Refineries.

China Sugars, \$25 s.
Malabons, \$36 n.

Mining

Bonguets, \$1.40 x Div
Kailans, 38/- n.
Langkata, Tls. 24 1/2 b.
Shai Exploration, Tls. 4.50 n.
Shanghai Loans, Tls. 8.00 n.
Raubs, \$41 n.
Tromohs, 21/- b.
Ural Caspians, 8/- n.

Docks, etc

Kowloon Wharves, \$115 n.
Whampoa Docks, \$45 s.
Hongkew Tls. 170 n.
New Engineering, Tls. 5 1/2 n.
Shanghai Docks Tls. 117 s.

Lands, Hotels, etc.

H. and S. Hotels, \$9.25 s.
H.K. Lands, \$57 s.
Realty, \$6.15 b.
Territorials, \$3 s.
Humphreys, \$141 s.
Princes Bldgs, \$89 n.
Rural Lands, \$14 n.

Cottons.

Ewos Cottons, Tls. 82 b.
Orientals, Tls. 24 s.
Shai Cottons, Tls. 54 b.

Buses, Trams.

China Buses, \$9 1/2 b.
Tramways, \$21 1/2 b.
Peak Trams, (old) \$15 1/2 b.
S'pore Tractors, 15/- s.
Taxis, \$2 s.

Miscellaneous.

Amusements, \$16 b.
Canton Ice, \$5 n.
Cements (Comb.), \$10 s.
China Lights, \$16 1/2 X Div.
China Prov., \$5.25 n.
Constructions, \$1.50 b.
Dairy Farms, \$181 n.
Der A. Wing, \$6 n.
H'kong Electrics, \$37 1/2 n.
Macao Electrics, \$35 n.
Ropes (Old), \$10 s.
Lane Crawford, \$8 n.
Maskintosh, \$191 n.
Sinocees, \$91 s.
United Asbestos, \$20 s.
Watsons, \$13 n.
Powells, \$64 n.

TO-DAY

Dollar demand 1/11 3/16
Lighting-up 5.44 p.m.

Entertainments.

One Continuous Roar of Laughter Greeted

SYD CHAPLIN

in

THE MAN ON THE BOX

Yesterday at

The QUEEN'S

Many declaring that it was

FUNNIER THAN CHARLEY'S AUNTYour Holiday will not be
Complete if you Miss it!**DOUGLAS FAIRBANKS**

IN

**THE THIEF OF
BAGDAD**

2.30, 5 p.m. 7.15 & 9.20

WORLD

There are

2 BIG ATTRACTIONS

TO-NIGHT AT

THE STAR**DICK NORTON'S**

and his

GLOBE-TROTTERS

IN

New Songs, Scenes and Dances

AND

ALICE TERRY

IN

The GREAT DIVIDE**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export.

Sole Agents:—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

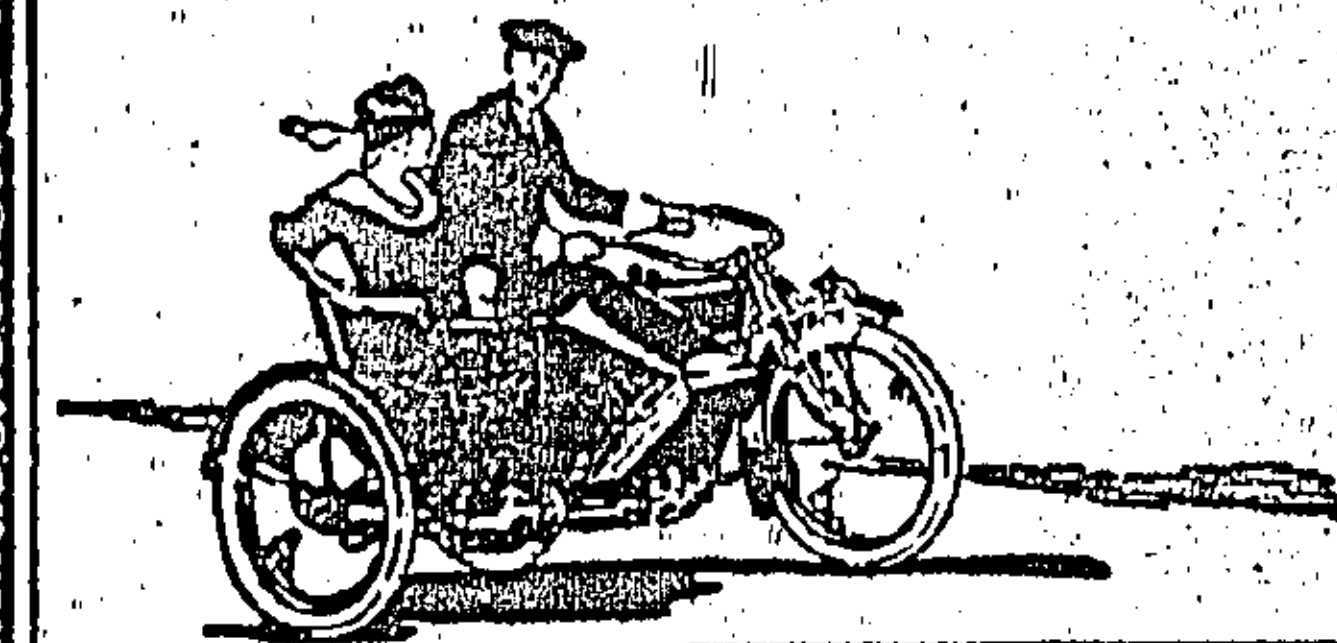
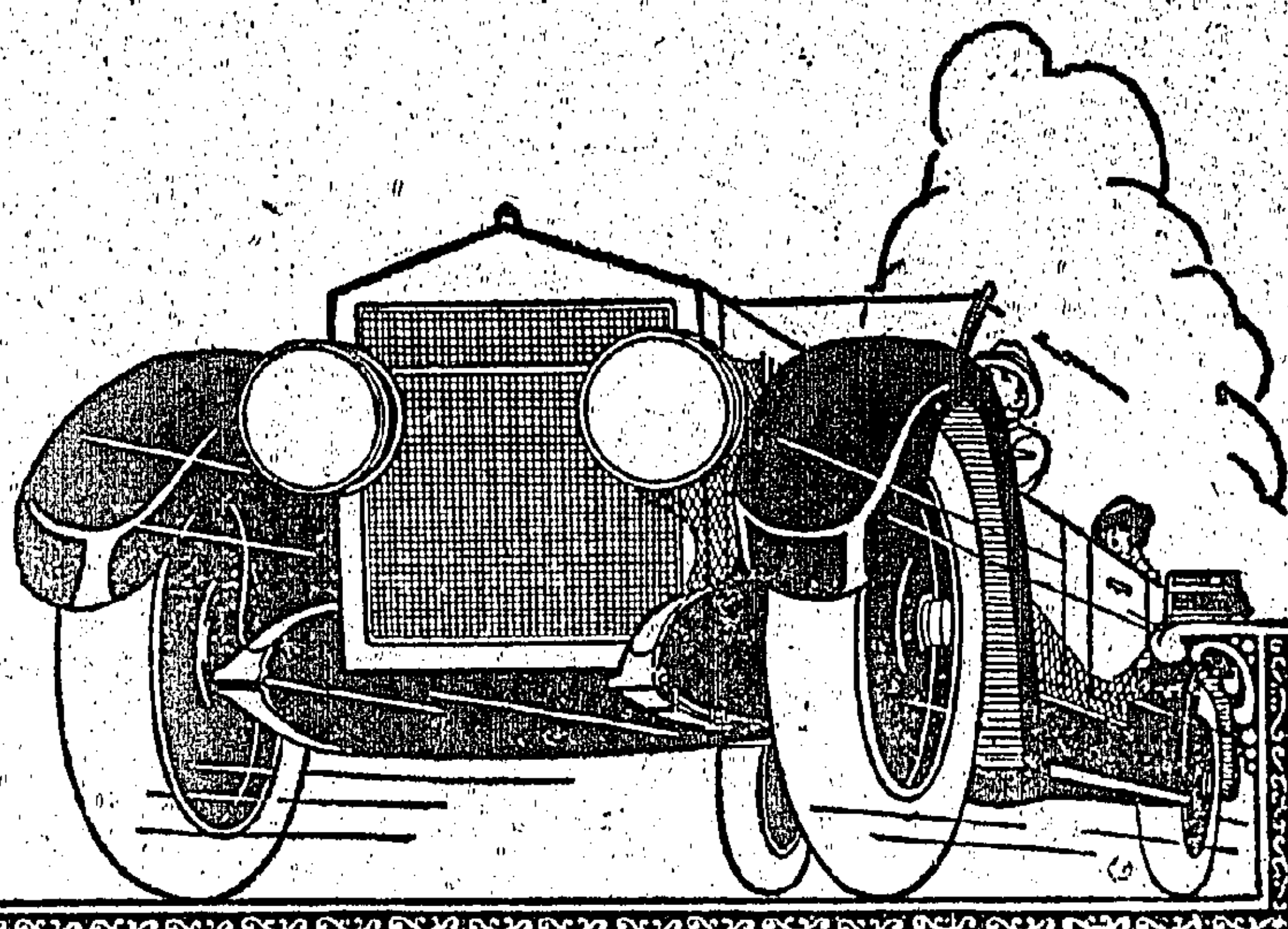
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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
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MOTORING SUPPLEMENT

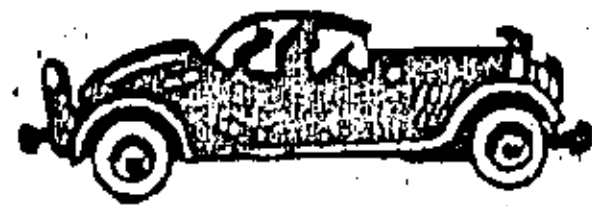
OF
THE HONGKONG TELEGRAPH.

FRIDAY, 24th. DECEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



The H. K. A. A.

With the year 1926 drawing rapidly to a close, most of us begin to think about New Year resolutions, probably remembering with regret those we have broken in the dawn of other years. With this thought of good intentions in mind, it is surely particularly appropriate to make a plea that every motorist who has not yet joined the Hongkong Automobile Association, should resolve to do so with the dawn of 1927. To those who ask why they should, we would mention some of the benefits to be derived from membership. Expert mechanical assistance and advice may be obtained from the Association's technical adviser, Mr. C. P. Marcel. Legal advice and assistance from the Association's Solicitors. Insurance premiums reduced by ten per cent. Specially reduced fares to the R.A.C. and A.A. London. Special arrangements for transporting cars to England without Customs troubles. Right to carry the Association's badge throughout the world. Reliable drivers supplied at reasonable wages, etc.

General Benefits.

Quite apart from the many benefits which are naturally confined to members, there are general benefits which are enjoyed by every motorist in the Colony. The Association is ever on the watch for any improvement which may be suggested in regard to making motoring safer in the Colony, and suggestions are frequently submitted to the Authorities concerned in the majority of cases with satisfactory result. It is pleasing to record that the relations with various Government Departments are most cordial, and the Association is officially recognised as a most important and useful body. Such co-operation is a matter for the utmost gratification, and motorists should not be slow to record their appreciation by carrying the Association's badge. We sincerely trust that every motorist who has not yet joined up, will make a special point of sending his name to the Honorary Secretary without further delay. The membership is already large; but the register of names will not be complete until every owner's name appears therein.

The First Dinner.

The Association's first dinner takes place in January, and the number of names already received ensures a large attendance. It was decided to take members' opinions on the suggestion, and that so many should have signified their intention of being present is most gratifying. Doubtless there will be other names to add to the list, but members are requested to notify the Honorary Secretary as early as possible. The work entailed in making pro-

parations is not easy, and last-minute decisions only entail additional work. We do not suggest that members who are unable to decide immediately should refrain from securing tickets at the last-minute, rather would we urge them to remember the adage—"Better late than never." In any case, those who have decided to attend are assured of an enjoyable function, and those who have not yet decided should decide now that they will on no account miss it.

Caine Road.

Some few weeks ago, attention was drawn in these notes to the danger which a large tree presented in the vicinity of the Police Quarters in Caine Road. We are glad to state that during the week this has been removed, an improvement which has doubtless been noticed by motorists using that road frequently.

Speeding.

A correspondent thanks us for commenting upon the speeding which is occasionally noticed along the "Praya," west from the Post Office. We cannot however agree with a suggestion that he makes to the effect that, owing to the dusty nature of the road surface, motor vehicles should be prohibited from using the thoroughfare during the dry season! Such a suggestion is obviously beyond acceptance, but the drivers who cause excessive dust through speeding, might be suitably dealt with. We quite agree that the Praya is particularly dusty, but surely rests with the Roads Department to remedy the matter.

A Kowloon Nuisance.

A nuisance which is becoming more and more common in Kowloon and which should be stopped, is the wholesale scattering of stones and big bricks on Nathan Road in the vicinity of the Po Hing theatre, where blasting operations are carried out. Recently it has become noticeable that stones of all shapes and sizes are found on the road, not only by the theatre but further down, and many of these are of such shapes and sizes that a tyre is liable to be badly cut. Naturally after blasting operations one expects to find such things on the road, but surely it would be but little trouble to the contractors to sweep the road after blasting has taken place, and thus save motorists the risk of spoiling their tyres. On the other side of the road where no blasting is being done, work on the road is in progress, and it is nothing unusual to see dangerous looking stones lying in the track of traffic proceeding toward Yau-mat. This is a matter which requires attention, and steps should be taken to see that the road is kept clear of such stones.

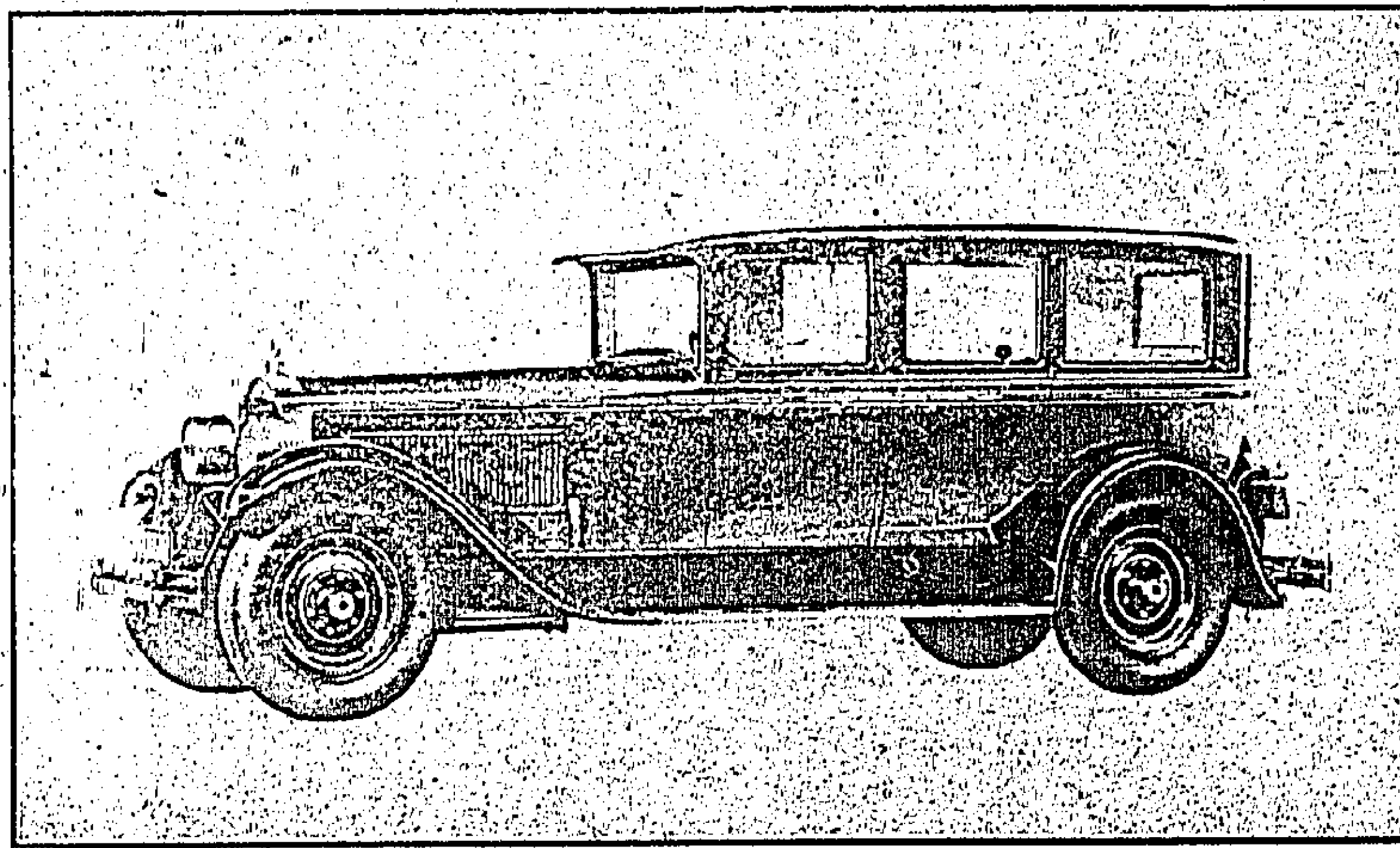
GERMAN MOTOR-CAR INDUSTRY.

So many Germans and foreigners came to Berlin to see the exhibition of German motor-cars recently held that hotels were crowded out.

The exhibition showed the great advance made by Germany

in car construction, and made it clear that, although the industry is comparatively new, Britain will have to regard Germany as a serious competitor. The industry has been built up behind high tariff walls, and had it not been for the almost insurmountable difficulties placed in the way of the importation of foreign cars there would hardly be a German car in the country.

THE IMPROVED CYLINDER MODEL. PACKARD EIGHT



The above is a photo of the Packard "Eight"—a luxurious car which has found much favour in the United States.

ROUND THE WORLD BY MOTOR-CYCLE.

Preparing The Way For Empire Films.

INTERESTING VENTURE.

Twenty-six thousand miles on motor-cycles through the deserts of Northern Africa, the tropical jungles of India and the Far East, and the snows of Canada is the adventurous trip which has been planned by Mr. Geoffrey Mallins, and Mr. Charles Oliver, two well-known aviators, in the interests of British Empire trade, and particularly of the film industry. Mr. Mallins has covered part of the route before, but that was by air. He and Mr. McMillan attempted a world flight in 1922, but had to abandon it when their aeroplane crashed in the Bay of Bengal. They nearly died of starvation and thirst before they were picked up.

Messrs. Mallins and Oliver left London on November 27 for the Continent, carrying in their side-cars the equipment for their long journey. These cars have been

specially constructed in the form of punts, and will be used to ferry the riders and their machines across the many unbridged rivers which they expect to encounter. The route mapped out will take them through 24 countries, including most parts of the British Empire, the African and Australasian Dominions, and colonies, India, Burma, and Canada. They will also visit some of the southern countries of the American continent and the United States.

OBJECT OF JOURNEY.

The main object of the journey is to obtain the information needed as a preliminary to the formation of a great organisation which it is hoped to establish in the interests of British films. A subsidiary aim is to advertise their motor-cycle and the varied British components and accessories which it will comprise and carry. Mr. Oliver, who was formerly attached to the airship R 33, hopes in addition to do survey work which may be of use in connection with commercial air routes. The company which it is proposed to form will be called British Inter-Empire Films, and it will have its centre in London for the production and distribution of purely British pictures. Each of the colonies and Dominions will have its own organisation on an independent

basis, but all the companies will be linked and will interchange the films on a commercial basis.

Mr. Mallins told a press representative that it is hoped that the new organisation, when it gets to work, will be able to supply films which will show the peoples of the different lands of the Empire something of the real life of its component parts. He hopes, too, that it will counteract to a large extent the influence of the foreign film, which in many of the colonies gives the native races a wrong and prejudicial idea of the white man and woman, lessens their prestige, and in some cases puts before the coloured population a false picture of English morals.

He said that he had been given every facility by the Foreign Office and other Government Departments for his journey, and had been assisted by the motoring organisations and by British manufacturers.

DISAPPROVES DOUBLE DECKERS.

Petition of the Boston Elevated Railway for authority to operate motor vehicles over 28 feet in length and of double-deck design has been dismissed by the Department of Public Utilities. The Massachusetts laws prohibit the operation of vehicles over 28 feet long and the commission feels that the "hazard to life and property caused by the operation of this type doubled deck bus outweighs any economies which might result from its operation."

AUTOMOBILES USE MUCH COPPER.

The automobile has come to be one of copper's principal consumers, says George A. Sloan, secretary of the Copper and Brass Research Assn. "From all indications," he reports, "a quarter of a billion pounds of the metal will be used in the manufacture of automobiles this year as compared with 70,000,000 pounds in 1921, and 100,000,000 pounds in 1922."

AERO ENGINES.

Air Cooled Best.

U. S. NAVY'S APPROVAL.

The radial, air-cooled engine has been developed to such fine lines of perfection that the United States navy has put its official stamp of approval on it for its airplanes.

At least for naval combat purposes, it is found, the air-cooled engine is best. The points that make it so were pointed out recently by Commander E. E. Wilson, chief of the engine section of the navy's bureau of aeronautics, at the aeronautic meeting of the Society of Automotive Engineers.

The air-cooled engine has brought about a lowering of the weight in this important part of the airplane, a necessity highly sought for naval aircraft. Warships and even aircraft carriers cannot cope with airplanes of as great a weight or size as those employed for overland work.

PLANE IS LIGHTER.

The extra weight of the water-cooling system means an addition of six-tenths pound per horsepower. Which is a great deal, when the horsepower weight of an airplane engine is as low as two pounds. Elimination of the water-cooling system also means one less line in the plumbing of the plane liable to break down during flight.

Increased power isn't exactly wanted in naval aircraft, says Commander Wilson.

"The tendency to increase power is not sound," he explains. "Increased power calls for more fuel and more tankage for a given performance. This results in increased weight, and the net gain is small in proportion to the effect involved."

The engine sought for the navy, therefore, is of the 500-horsepower type, in contrast with the 800-horsepower engine of the older planes. This lower weight also means a lowering of weight in the bodily structure of the ship.

GREATER VISIBILITY.

Commander Wilson also points to the superiority of the radial over the "in-line" air-cooled engines.

"The short compact radial engine makes possible superior visibility for deck landings and bomb dropping, which is a fundamental requirement for naval aircraft," he says. "By virtue of its compactness the radial engine has superior weight-per-horsepower characteristics, other things being equal."

Engine requirements set down for efficient naval aircraft include low weight per horsepower, high fuel economy, dependability, durability, maximum ease in maintenance, minimum cost and easy adaptability to quantity production.

All these, Commander Wilson points out, are being fulfilled by the radial air-cooled engine.



Mobiloil

Make the chart your guide

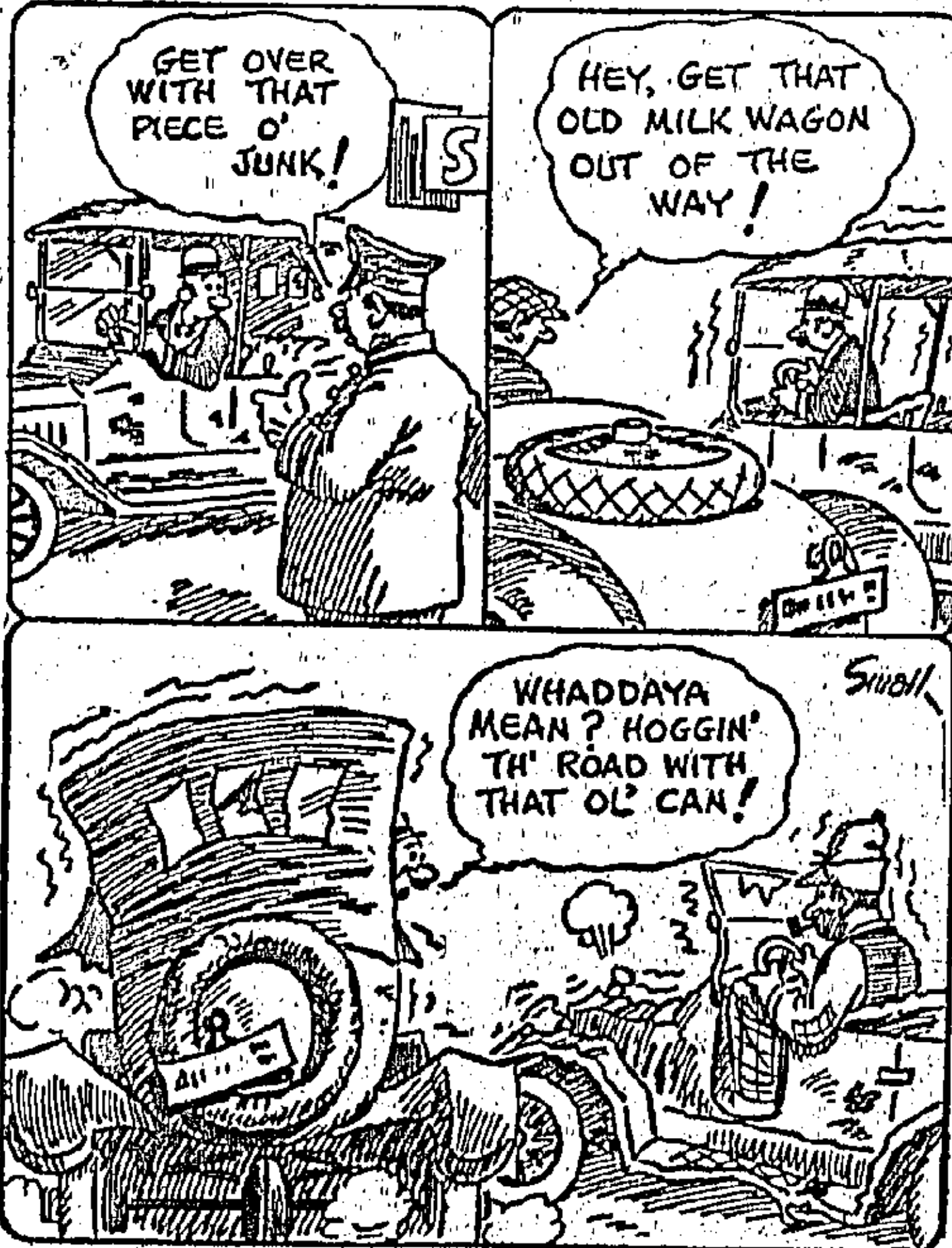
Worry makes the years creep on you faster. Every motorist knows that he is happier when his motorcar engine performs without trouble at the minimum of expense.

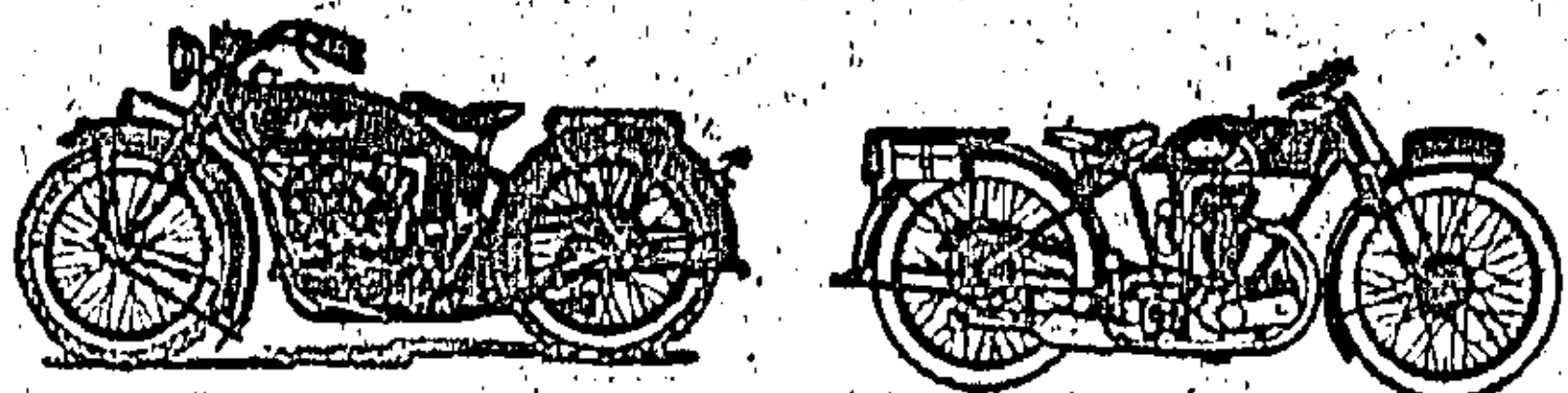
Think what it would mean not to worry about repairs.

The Correct Grade of Gargoyle Mobiloil does relieve you of that constant underlying fear. With millions of motorists, you can know that your engine is safe-guarded against unnecessary repairs and an early trip to the scrap heap. Mechanics will tell you that there is no better every-day protection against rapid wear than the Correct Grade of Gargoyle Mobiloil.

Start using Gargoyle Mobiloil to-day. Put it into the engine crankcase after you have drained off the old oil. Try it a week and you will be a convert for life.

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A LUXURIOUS CAR.

SPEED—PERFORMANCE—BEAUTY.

The Improved Packard Eight.

Following the recent announcement by the Packard Motor Car Company of the Improved Packard Six, the company has made public details of improvements in the Packard Eight which are said to have given this well known car a big increase in power, speed, performance, beauty, comfort and safety. Packard calls the Eight the "Boss of the road" and asserts it can outperform any stock car in the world in everything from agility to top speed on the open road.

The same slim thoroughbred-like lines for which the Eight has been distinguished have been retained but they have been so refined as to add greatly to the appearance of the car say those who have viewed it. Announcement of the company says that the long continued policy of allowing for individual expression with an almost endless combination of colour schemes and upholstery patterns remains unchanged.

Although the sportiest appearance open cars with the same wide range of colour combination are provided, Packard takes pains to point out that claims for agility and speed are in terms of enclosed cars, normally thought to be less responsive in traffic performance and open road speed than open cars of the roadster and sport phaeton type.

Through changes which have been made in the motor, without in any way decreasing its simplicity, the power has been so increased that it now will develop one hundred and ten actual brake horse power. Beauty in the car has extended to the motor. All exposed nuts have been heavily nickel plated and polished. All control rods, piping, etc., also are nickel plated and polished. Aluminum parts are scraped and sand blasted. Even the ferrules on the spark plugs have been nickel plated as have the nuts used on the spark plug terminals.

Aluminum alloy pistons with Invar steel struts are used in the engine. With the new method of slotting the skirt developed by the Packard engineers they are set with a tolerance of only two thousandths of an inch, preventing slapping of loose pistons when the motor is cold. As in the improved Six, the cylinders and crankshaft journals of the Eight are honed with honing stones as fine as those used in bringing a razor to the keenest edge. This precision in manufacturing, typical of the whole car, is protected by the oil recirculating and chassis lubricating systems, a combination of insurance against excessive wear which Packard was the first automobile to have built into it.

The cylinder bore of the Eight has been increased one eighth of an inch, making it three inches and one half. The stroke remains as before, five inches. A new intake manifold around the centre of which circulates hot exhaust gases is so designed that distribution of gas to all eight cylinders is perfect. The same type of improved cylinder head as that used on the Packard Six has been incorporated into the Eight, permitting of a higher compression which, with increased motor

speed, has given the big increase in horse power.

To take care of the added power of the motor, the clutch has been made more rugged as have the gears of the rear axle. Packard cars are the first to have installed the new type of rear axle gears which, it is said, will prove as revolutionary in character as were the spiral bevel gears, years ago.

The increase in power of the Eight has resulted in a performance, according to the Packard company, that give it a commanding position in either city or country highway traffic. Its top speed, as a result of the greater power, even with enclosed cars, is declared to be exceeded only by cars of racing construction.

While basically the improved Eight in appearance is the same as before, the refinements in body lines have added greatly to its beauty. A number of changes have been made in the interior fittings and arrangements. Among them is the installation of hassocks to replace the conventional foot rails. Wider, full crown fenders and wider running boards, have been installed. They add much to the improved appearance and give greater protection against wheels splashing. The roof of the enclosed bodies has been lowered considerably and extended beyond the windshield to give a permanent sunshade and an improved type of head lamp has been added.

A wide variety of body types is offered, sufficient to meet every requirement. In addition, for persons who want touches of their own personality in body design, there is an almost unlimited selection of custom designed and custom built bodies from the country's best known custom body builders. These are bodies built to the order of the owner with all the opportunity for personal choice given in selecting a costume from a famed modiste. In the standard bodies there also is a practically unlimited variety of choices in colouring and upholstery combinations.

With greater beauty, it is asserted, a big increase in comfort has been built in the Eight, already noted for its luxurious ease in riding. Packard says it will be known as "The Restful Car." Its long wheel base, rugged but easy spring action, adequately controlled, deep cushions held rigidly to fixed contours by inspectors, the complete lubrication of the chassis at all times and the roominess of the bodies, make for this restful comfort. Packard engineers say that the great power of the car gives both bodily comfort and mental ease because it rolls along over the road at any speed so effortlessly. With the growing tendency of motorists to spend more time in their cars and the big increase in long distance motor travel, mental and body restfulness, say Packard engineers, are among the most important features of the improved Eight car. Much is added to the mental ease with an increase in the safety factors, through brakes which cannot fail in their uniformity of action or power.

WHEN SHE "PINGS." DON'T FORGET TO

If the engine starts to knock or "ping" when climbing a hill, better results will be secured by letting off on the gas than by retarding the spark. The car always loses speed when the spark is retarded, but it may be a positive aid to the engine to let off on the gas. It is best to try feeding more gas the moment after having let off enough to stop the "ping-ping." As the engine gains speed it naturally will take more gas with less complaint. If retarding the spark must be resorted to, however, retard slowly. Too sudden or too extreme retarding will "kill" the engine quicker than anything else.

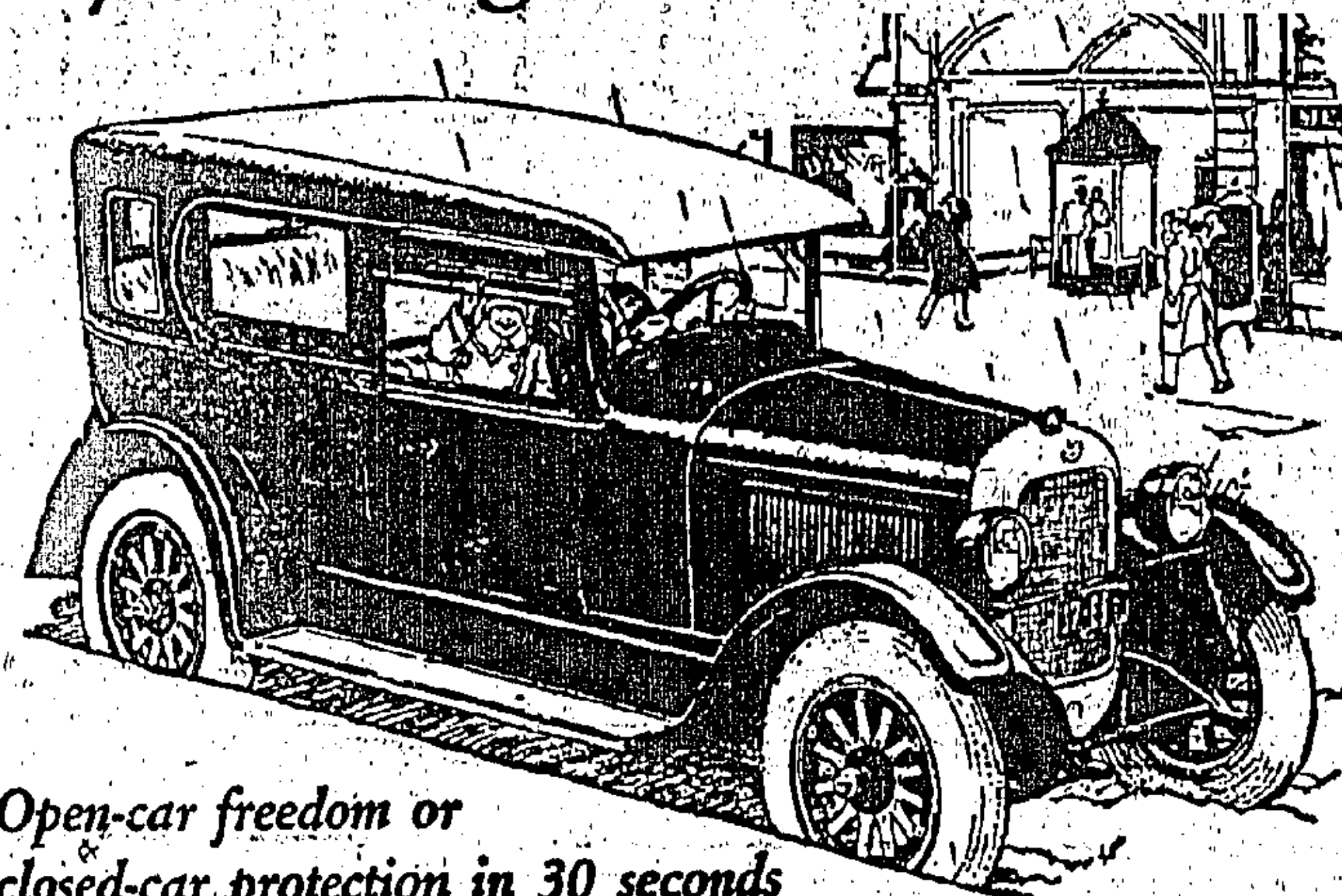
SOME REVOLUTION.

At the average speed of 100 miles an hour for 500 miles, the wheels of a racing car turn 336,000 times while the engine revolves 1,596,000 times with 6,386,400 explosions.



Drain the crankcase and refill with lighter oil.

In the Studebaker Duplex you forget the weather



Open-car freedom or closed-car protection in 30 seconds

THE Studebaker Duplex is a new-type open car. All the freedom and airiness you could wish for summer driving. Plus the protection of an enclosed car for stormy weather.

In its steel-framed top are unique roller side enclosures. You pull them down like lowering a window shade—quickly and without leaving your seat. All curtain trouble is banished. And when the storm passes, the enclosures roll up just as easily.

The Standard Six Duplex-Phaeton (illustrated) is a car of thrilling performance. According to the rating of the Royal Automobile Club it is the most powerful car of its size and weight in the world. And its full-size balloon tires with long resilient springs assure unsurpassed ease of riding.

One-Price savings enable Studebaker to offer you the outstanding power, comfort and quality features of the Standard Six Duplex-Phaeton at an exceptionally low price. In fairness to yourself come in and see this new-type open-closed car.

**STUDEBAKER
Standard Six
Duplex-Phaeton**

Equipment is unusually complete and includes: automatic spark control; safety lighting switch on steering wheel; petrol gauge on the dash; automatic windshield cleaner; rear-view mirror; cowling ventilator; stop light; and a splendid continental lock in ignition and steering wheel controlled by the key that operates the spare-tire lock.

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P A C K A R D

Thoroughly Dependable

To those fashionables who gather at the great race courses of the world the newest Packard, pedigreed descendant of a long line of champions, makes a powerful appeal.

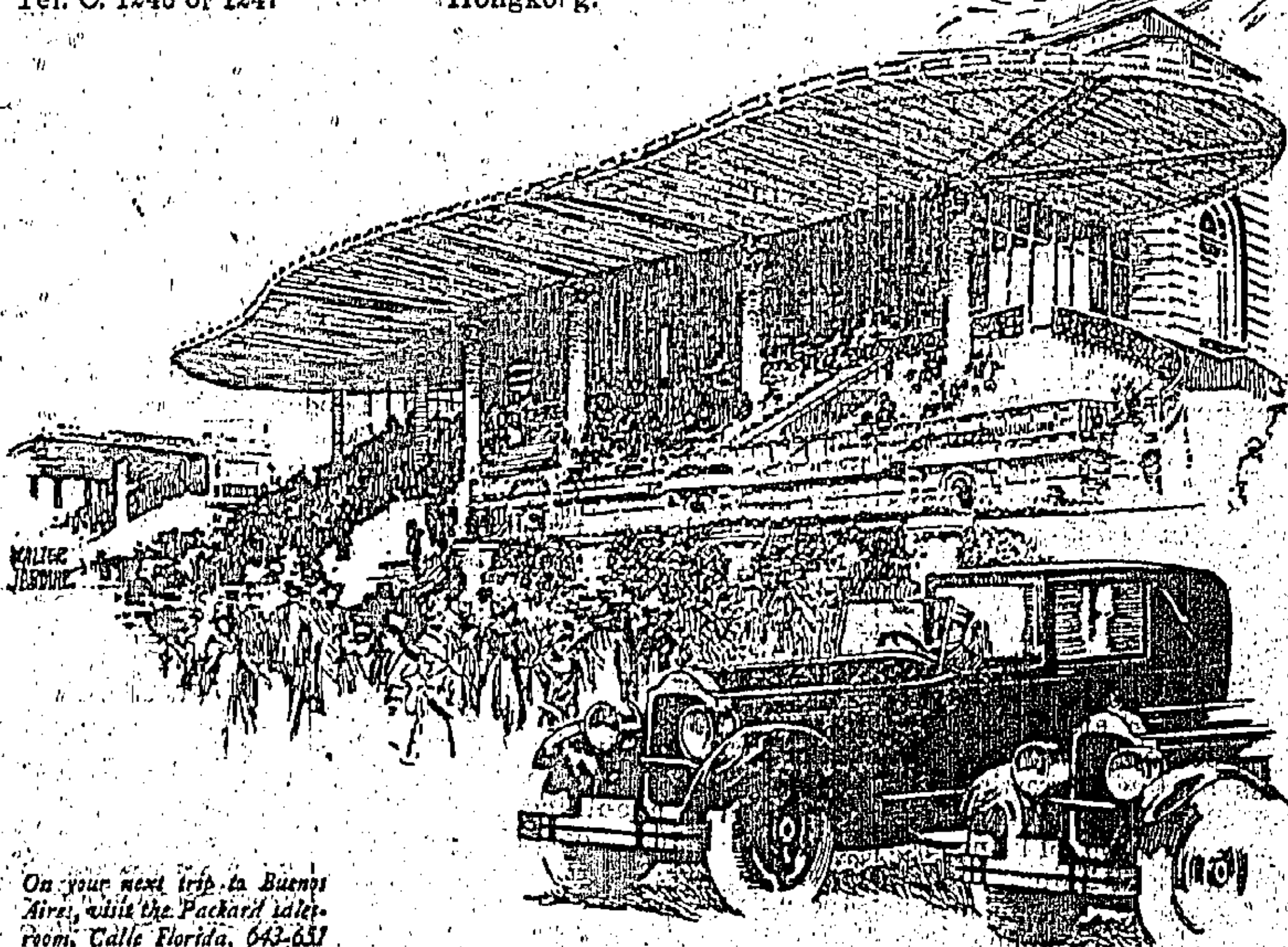
The first touch of the throttle imparts to the driver the thrill of a spirited thoroughbred, heart pulsing, eager for action!

A few minutes in traffic—or hours on the open road—leave a rich satisfaction born of the certainty that this car has no equal in performance.

Nothing but a ride in the Packard Eight can tell you its story!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley.
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OF A DISTINGUISHED FAMILY

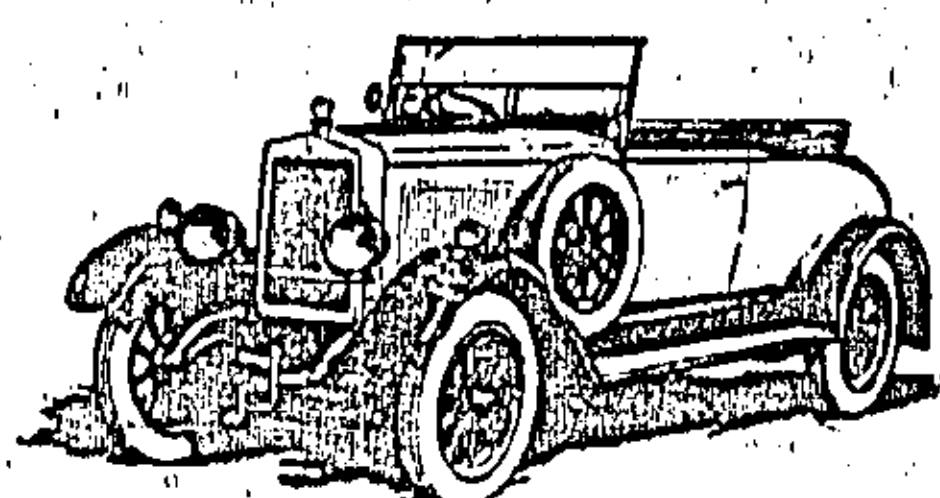
RIGID SIX-WHEELERS.

The British War Office, as is generally known, is particularly anxious to encourage rigid six-wheelers as vehicles which can be employed normally for commercial work and for military transport in the event of war. During the last month "Motor Transport" has published full details of such productions of four different manufacturers—a Guy for double-deck omnibuses, a

Thornycroft of which the Sudan Government has ordered a fleet of 23, two Karrier omnibuses of 40 and 20 seating capacity for Salford Corporation, and a Morris, with a simple method of conversion into a half-track machine, which is to be produced in quantity.

Miss Lucy K. Yates, well-known for her work on behalf of the overseas settlement of women and girls, has died.

Count Bethlen, the Hungarian Prime Minister, in the course of the second reading debate in the National Assembly on the Upper House Reform Bill, said that the paragraph enabling some of the members of the House of Hapsburg to sit in the Upper House did not aim at a Hapsburg restoration, but was meant as "an expression of gratitude towards the Archdukes, who had shown true Hungarian feelings."



The "World" Morris — and its topee!

The Morris "World" radiator compares with the old "Home" radiator as a thick pith topee compares with a light straw hat. It defies the sun in any part of the world and keeps the Morris engine at the temperature it likes.

By thus securing the wonderful Morris efficiency and economy in any climate, the "World" radiator is one cause of the remarkable "change over" to the Morris. You too will change over from wasteful "woolly" engined 20-30 h.p. cars and be a Morris owner once you have experienced this economical efficiency on a trial run.

MORRIS

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from £190.

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The Master Tyre of Master Builders

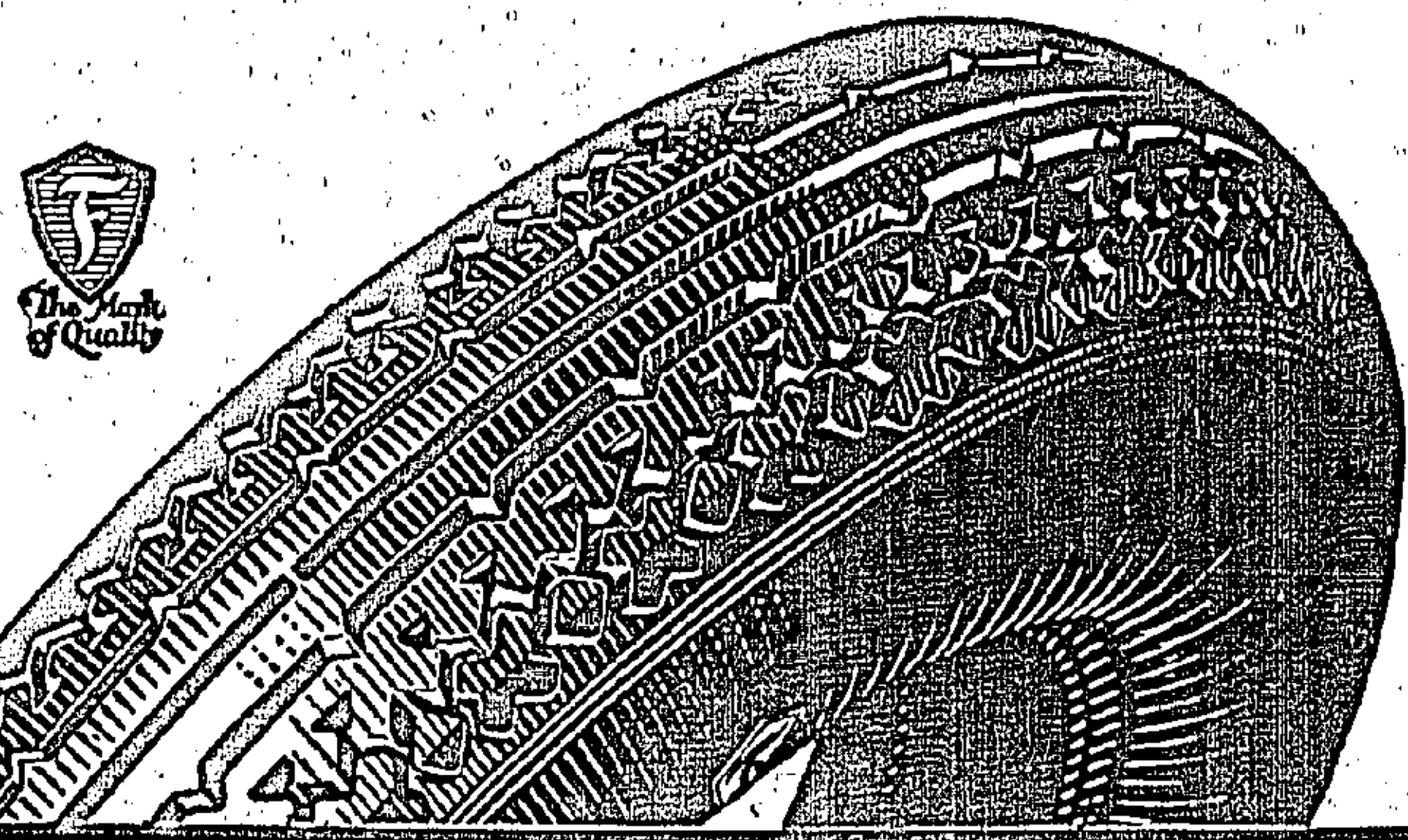
Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

And it is only natural that because of many exclusive methods and processes—Firestone Balloons do raise tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now. The cost is low.



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MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

THE OLYMPIA MOTOR SHOW.

Many British Cars Built For
Overseas Markets.

PART II. SIX-CYLINDER CARS, COACHWORK AND ACCESSORIES.

(Special Report to The Hongkong Telegraph.)

4th. November 1926

As already remarked, a very large proportion of the new models exhibited at this year's Olympia Show have six-cylinder engines. In fact, the analysis made by "The Autocar" of 308 different types on the British market shows that the six-cylinder engine is now incorporated in over 36 per cent. of the models on the market a very big increase as compared with last year.

Prominent among products of firms that have hitherto devoted themselves to four-cylinder vehicles is the new 18/36 h.p. six-cylinder Standard, which should appeal strongly in the overseas markets not only by reason of its very adequate power, but on account of its ground clearance of 10½ inches coupled with a wheel track of 4 feet 8 inches. The drive is through a three-speed box with right-hand change and thence by worm gear. The price of the chassis is very moderate.

Some New Models.

The Humber products have hitherto exemplified the four-cylinder principle, but the range is now increased by a 20/55 h.p. six-cylinder model. The engine conforms to the well-known Humber practice, having overhead inlet valves and side-by-side exhaust valves. Water circulation is controlled by a thermostat and lubrication is forced to the main and camshaft bearings and is by pump and trough to the connecting rod bearings. The drive is through a cone clutch, a

four-speed box and spiral bevel gear.

A very attractive new six-cylinder model is the 14 h.p. Lea-Francis. The four-cylinder cars of this make have greatly enhanced their manufacturer's reputation during the last few years and the six-cylinder model appears to be a very attractive proposition. The engine has inclined overhead valves with overhead camshafts. Lubrication is by pump and circulation on the thermo-siphon principle. Twin carburettors are fitted. The drive is through dry plate clutch, a four-speed gear box and spiral bevel gear. The ground clearance is 9½ inches, the wheel track of the standard model being 4 feet 4 inches.

The popularity of the four-cylinder Austin models overseas is so great that the appearance of the new 20 h.p. six-cylinder chassis will create very wide interest. The engine has a rating of 23.5 h.p. and the power is therefore very ample from the standpoint of overseas markets. The drive is through a single plate clutch, a four-speed gear box and helical bevel gear. The wheel track is the standard 4 feet 8 inches and the ground clearance of 8 inches is ample in almost all circumstances.

The latest innovation in the Sunbeam range is a six-cylinder model rated at 16 h.p. and, eye for its class, selling at a very moderate figure. The engine has overhead valves and light reciprocating parts. The frame is of unusual width and the rear springs lie immediately beneath the side members. Circulation is by pump and ignition by battery and coil. The drive is through a single plate clutch, a four-speed gear box with right-hand change and thence by bevel gear. The wheel track is 4 feet 7 inches.

The new 16/45 h.p. six-cylinder Wolseley has created a very favourable impression. The engine has overhead valves, pressure lubrication, thermo-siphon circulation and magneto ignition. It drives through a single plate clutch and a four-speed gear box with central change and finally through spiral bevel gear. The ground clearance is 9 inches and the wheel track of the overseas model is two inches wider than that of the home model, the track of which is 4 feet 6 inches.

In addition to the 16/40 h.p. six-cylinder A.C., a special model rated at 16/66 h.p. and known as the "S. F. Edge Special" is now in production. This has an overhead valve engine with thermo-siphon water circulation assisted by a pump, the temperature being controlled by a thermostat. The drive is through a single plate clutch, a three-speed box and worm gear. The car has exceptional speed capabilities and the price is naturally considerably in excess of that of the ordinary model of the same nominal power.

All the cars in the Armstrong Siddeley range are well suited to overseas conditions in respect of power, track and clearance. The so called 18 h.p. model, the engine of which has a Treasury Rating of 19.8 h.p., is marketed in two types, one of which has a wheel base of 10 feet 9 inches, while in the other the wheel base is only 10. The track in each case is 4 feet 8 inches and the ground clearance 9½ inches.

The six-cylinder Singer car, which was first introduced last year, has undergone some slight alterations. The chassis price is moderate and the car shows signs of sharing the world-wide popularity of the 10/26 h.p. Singer now known as the "Senior" in order to distinguish it from the new "Junior" model rated at about 8 h.p. The six-cylinder chassis has an overhead valve engine with pump circulation and in general specification is similar to the four-cylinder 10/26 h.p. model, with the exception that it employs the well-known Marles

steering, whereas the smaller car has a steering gear incorporating epicyclic reduction.

The six-cylinder models in the Star range are rated respectively at 20/50 h.p. and 20/60 h.p. The latter has overhead instead of side valves and a considerably longer wheel base. In both cases the wheel track is 4 feet 8 inches and the ground clearance 9 inches. Both machines have four-speed gear boxes and spiral bevel final drive, and the clutch of the longer is of the twin dry plate type.

High-Powered Cars.

The six-cylinder Bentley is well upholding the reputation that the smaller four-cylinder model created for its makers. The engine is of 6½ litre capacity, the Treasury Rating being 37.2 h.p. The engine has four overhead valves to each cylinder. Circulation is by pump with thermostat control and lubrication by pressure. Two separate magnetos are used for ignition purposes. The driver to the four-speed gear box is through a single plate clutch and the wheel track is 4 feet 8 inches and the ground clearance 9 inches.

Quite one of the most striking new models at the Show was the Daimler "Double Six." This has a sleeve valve engine consisting of two sets of six cylinders placed diagonally. The rating is just under 50 h.p. Fuel is supplied through two separate carburettors and dual ignition is automatically governed. The car has a wheel base of just on 13 feet and a track of 4 feet 9 inches. On the Daimler Stand I met Mr. Laurence H. Pomory who, after a stay of some seven years in the U.S.A., has returned to England to take up the position of Chief Engineer to the Associated Daimler Company and consultant to the Daimler Company itself. It is a matter for congratulation that the services of this distinguished designer are again available to the British industry, with the added value that must accrue to them by his experience of American practice and particularly of the extended use of aluminium in motor car construction.

Among the handsome exhibits on the Rolls-Royce stand special mention may, perhaps, be made of the 40/50 h.p. six-cylinder Rolls-Royce "New Phantom" fitted with a very handsome enclosed limousine body by Messrs. Hooper. This body, which accommodates six persons, was very quietly but beautifully finished and upholstered. It is probably very seldom that a Rolls-Royce car is purchased for the sort of use that makes the standard wheel track necessary, but, in point of fact, both the "New Phantom" and the 20 h.p. model approximate closely to the standard track.

Among the Coachbuilders.

In the Coachbuilding Section of the Show there were several very handsome exhibits based on the Rolls-Royce chassis. A particularly beautiful job was the enclosed cabriolet with collapsible head and a folding extension over the driving seat, exhibited by the coachbuilders, Hooper & Co. In this type there is a fixed division between the driving seat and the rear compartment. The interior is very beautifully fitted up. Admirable provision is, of course, made for heating in cold weather, and the impression of comfort is increased by what appears to be a little electric fire, but, in fact, contains only electric lights which are switched on by the same action as provides for interior heating from the exhaust. Another and a very practical refinement is the quick-action signalling window in the driver's front door.

This car, like practically all those built by Messrs. Hooper, was glazed throughout with Triplex safety glass. It is difficult to understand how any motorist who can afford an enclosed car of the de luxe type can dispense with this safeguard against serious injury in the event of accident or collision. For that matter, even the small car owner is more than justified in incurring the extra cost of using Triplex which, in his case, is not very considerable.

A very attractive body, shown by Messrs. Shaw & Kilburn, was the four-door five-seater enclosed drive limousine known as the "Kimberley." An important point is that the arrangement of the division with removable window between the front and rear

seats renders the car equally well suited to be handled by the owner or by the paid driver. Messrs. Shaw & Kilburn are also interested in the Grosvenor Carriage Co., which exhibited a very serviceable all-weather body known as the "Welbeck", having a V-front and fitted with Rawlings frameless window regulators. The name of the firm is, however, perhaps less known to overseas motorists in connection with coachbuilding than on account of its immense service and garage organization in London, which gives it magnificent facilities for maintaining visitors' cars.

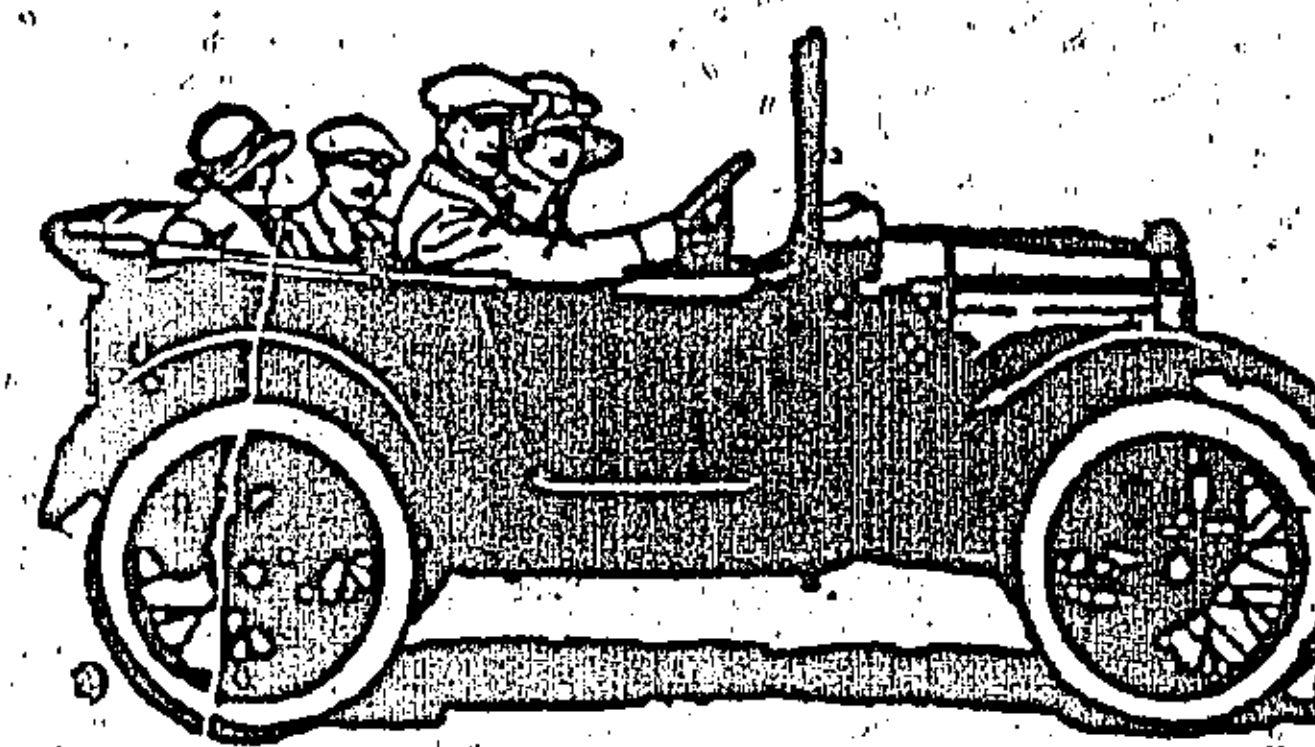
In the immense Accessory Section of the Exhibition, perhaps the most interesting exhibit was that of Messrs. S. Smith & Sons. All the Smith specialties are of British make and a very large proportion of the best British cars are Smith-equipped. In addition, this firm attends to the export of a number of well-known accessories, including the K.L.G. plugs, which have done their important but unobtrusive share in rendering possible very nearly every important motoring or aeronautical achievement of the year. The aeroplane with which Sir Alan Cobham performed his historic

journey to Australia and back was not only fitted with a British Armstrong-Siddeley "Jaguar" engine with British K.L.G. plugs, but was equipped with Smith's British instruments which gave exemplary service throughout the journey.

Big Growth of Overseas Business.

Altogether, the Society of motor manufacturers and Traders is to be heartily congratulated on the immense success of this year's Exhibition. The attendance was nearly 50 per cent. greater than it was for the corresponding period of 1925. Practically all the leading exhibitors report greatly improved business, more particularly in relation to export. Thus, for instance, the Rover Co. booked upwards of £400,000 worth of overseas business during the Show. A single contract of the Standard Co. with an important distributor in Australia provides for the distribution by him of no less than 3,000 cars of that make during the next twelve months. Such examples could be multiplied, but these instances may be taken as typical of a highly satisfactory general development of export trade in British vehicles.

GET YOUR 1927 AUSTIN SEVEN NOW FOR 25% DOWN



You can secure immediate delivery of an Austin 7 under the terms stated above. Balance is cleared up in a few monthly instalments. It is an easy way to own the most wonderful light car in the world to-day.

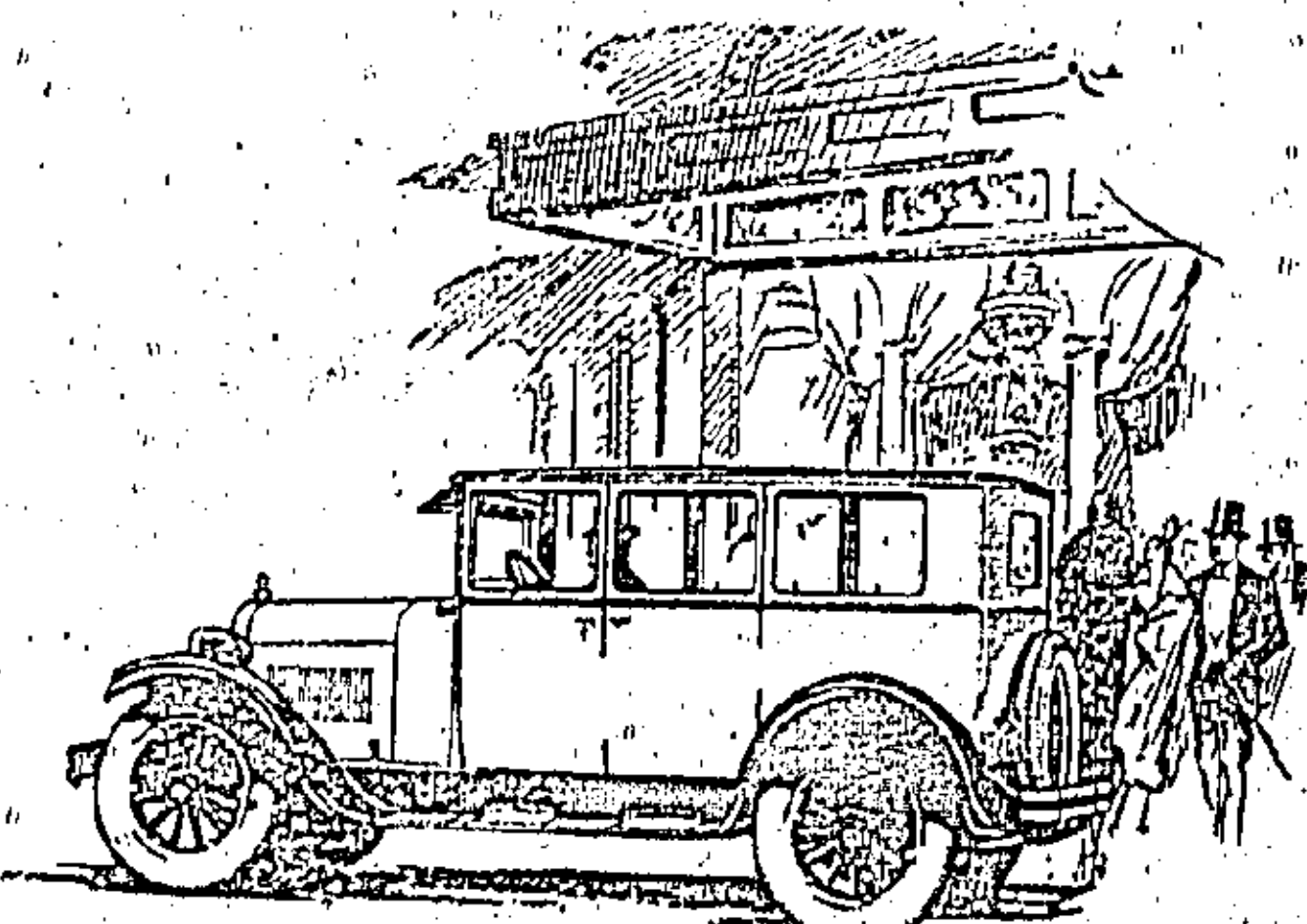
REMEMBER—When you buy an Austin "7" from us an exceptional after sales interest is maintained in your car.

ALEX. ROSS & Co. (China), Ltd.

HONGKONG.

and

The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.



Luxury and Utility —the Ideal Balance

Both in appearance and in price Dodge Brothers DeLuxe Sedan strikes an ideal balance between luxury and utility.

It is unusually roomy and comfortable; it provides a refinement of line and design in which the owner takes deep pride; and throughout the world its name is associated with the highest standard of workmanship.

With reasonable care, the DeLuxe Sedan serves its owner for years. Its transportation service frequently exceeds a hundred thousand miles or a hundred sixty thousand kilometers.

Its high resale price is a most convincing reflection of the solid value Dodge Brothers have built into it.

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS
MOTOR CARS

MADNESS OF RACING.

Too Many Deaths—No Useful Results.

It is high time that the governing bodies took drastic and firm steps to control and further curtail motor racing and high-speed competitions. The death toll during the past two years is too high to warrant its continuance under present conditions.

Professional motor racing today is a useless and futile anachronism. It has outlived its sphere of utility, and remains only as an expensive and vicious form of advertisement in which good men are paid to risk their lives for unconvincing publicity.

This journal, since its inception, has never been party to the feverish and artificial enthusiasm that is worked up by the Press in general over this form of so-called sport. We can state our beliefs quite simply. Technically, we are not of the opinion that participation in racing enables a car manufacturer to gain experience to improve his car that could not be obtained by other and more satisfactory means. Commercially, our racing as a means of focussing

public attention on a certain make of car is too expensive to be sound business. Humanely, we regard this gambling with valuable lives as nauseating.

Years ago, when automobilism was in its cradle, competition was healthy and led to progress in design. The racing car then was the forerunner of the improved touring car. But to-day the development has over-shot itself into an absurdity, and the modern racer bears no more resemblance to a touring model than does a racehorse to the animal that performs useful work between the shafts of a refuse wagon. "And it is equally senseless to argue that by breeding racehorses the whole of the equine standard is raised."

So much is known to-day about building cars which will merely go fast that measures that are absolutely useless on touring cars have to be adopted to make them go still faster.

A CONCRETE INSTANCE.

Let us quote a practical case. It was found some years ago that slightly more ultimate power, and therefore speed, could be obtained from an engine by greatly "overlapping" the valves—a phrase that means that the inlet valves open an appreciable time before the exhaust valves shut. When the engine was running at high

rates of speed this scheme gave more freedom to the flow of the gases, and so the discovery was hailed as marvellous, and "overlapping" valves became unquestionably the vogue. But the amusing thing about this system is that, while it undoubtedly does give slightly more power at high engine speeds, it emphatically reduces the power at low or normal speeds, and so very materially decreases the ability of the engine to accelerate briskly and to climb hills on top gear. In other words, in return for the doubtful benefit of an increase of 2 or 3 miles per hour in its maximum speed—so very rarely used—it makes the car weak and unsatisfactory to handle at normal touring gaits, an absurd state of affairs. And, so far as one's not negligible experience goes, the much vaunted

"supercharger" has materially very much the same effect.

The fact of the matter is that, in so far as the motor trade of this continent (or at least that section that has not already set its face against racing) is concerned, the sooner racing is stopped the better. When, one sees the crowds that the Americans have made in the French motor market, despite the high tariff wall set up against them, one cannot help thinking that many a French motor manufacturer would have been far better employed in setting his factories on an economically high productive basis instead of spending so many weeks out of each year watching his highly-paid race-drivers risk their necks chasing each other around a "circuit" in their frightfully expensive special cars.—*The Morris Owner.*

PETROL TAX. American Official's View.

MORE JUST METHOD.

A lone gasoline tax eventually will replace the variety of taxes motorists have to pay today, predicts Mr. Solomon Levitan, state treasurer of Wisconsin.

His reasons for believing so are based on the experience of Wisconsin in collecting its motor fees.

It cost \$550,000 to collect \$9,000,000 in motor license fees in Wisconsin, Mr. Levitan points out, as compared with only \$9,646 to collect more than \$5,000,000 in gas taxes.

"It is a mere matter of simple arithmetic," he declares, "to see that were we but to raise our gas tax a trifle we could collect the

total amount necessary to pay our highway bills and the cost of collecting would not reach \$15,000. We easily could save half a million dollars a year."

By raising the gas tax from two to five cents, the returns would more than cover highway expenses each year, states Mr. Levitan.

"Nor would the larger gas tax be a burden to the auto users," he adds. "The average car owner probably gets about 18 miles to the gallon. In travelling 100 miles he would have to use about 5 1/2 gallons and would accordingly have to pay 27 1/2 cents in tax."

"Is that too much to pay for the use of 100 miles of fine state road? Most of us think nothing of giving that much as a tip to waiters and hotel attendants who wait on us when we travel for services much less in value than

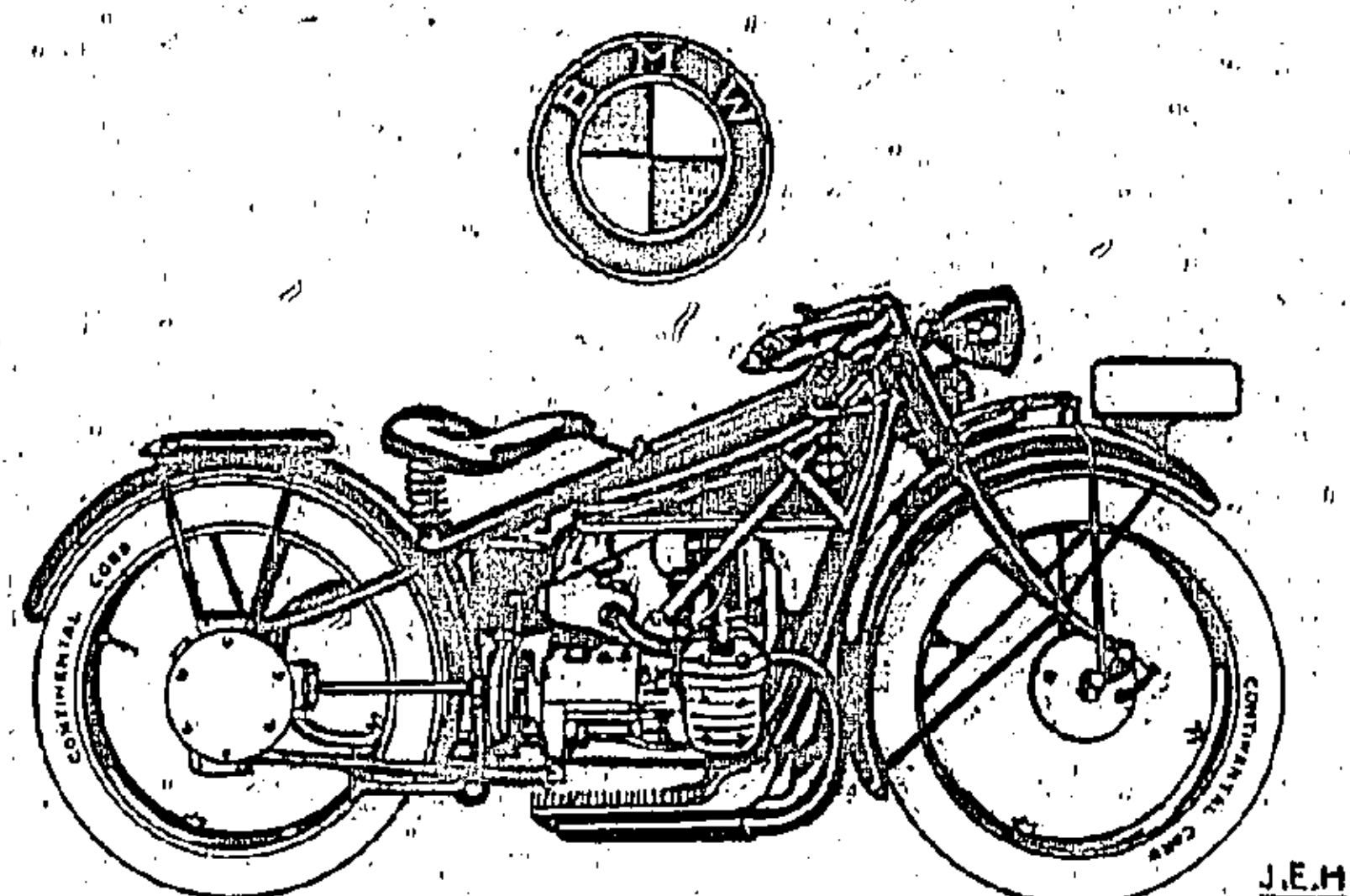
that offered by the state through its roads."

IT'S MORE EQUITABLE. The gas tax, besides, is more just than the present method of taxation. Taxes on the basis of horsepower disregard weight and speed, while the use of fuel must take all three factors into consideration.

"Today the man who pays \$15 for his motor license and runs his car only 7,000 miles a year pays twice as much as the man who runs 15,000 miles a year. Obviously that is unfair," Mr. Levitan concludes.

"The gas tax has the added advantage of compelling tourists and visitors from other states who use our roads to contribute their share to their upkeep."

A nominal fee of \$1 or so Mr. Levitan considers enough to cover cost of license plates and registration.



THE new B. M. W. touring model R.42, represents the latest and most progressive form of motor cycle engineering.

In designing the R.42 model, it has been the endeavour of the makers to procure with all possible expedience, every step of technical progress and every item of riding experience for the benefit of motor cyclists who demand the latest and best.

The most important improvements as compared to former models, are mentioned hereunder:—

Increase of engine power to 12 h. p., notwithstanding the same cylinder capacity, achieved by means of an improved utilization of the compression chamber and an increased cylinder cooling surface.

Detachable aluminium alloy cylinder heads.

External contracting brake acting on the vibration damper drum.

Control lever springs with shock absorber (recoil spring leaf.) Noiseless spiral bevel gear on rear wheel. Rims suitable for normal and balloon type tyres.

The B. M. W. Touring Motor Cycle.

12 Br. HORSE POWER

Full particulars from:—

THE LEYCESCO CHINA CO., LTD.

Bank of Canton Building.

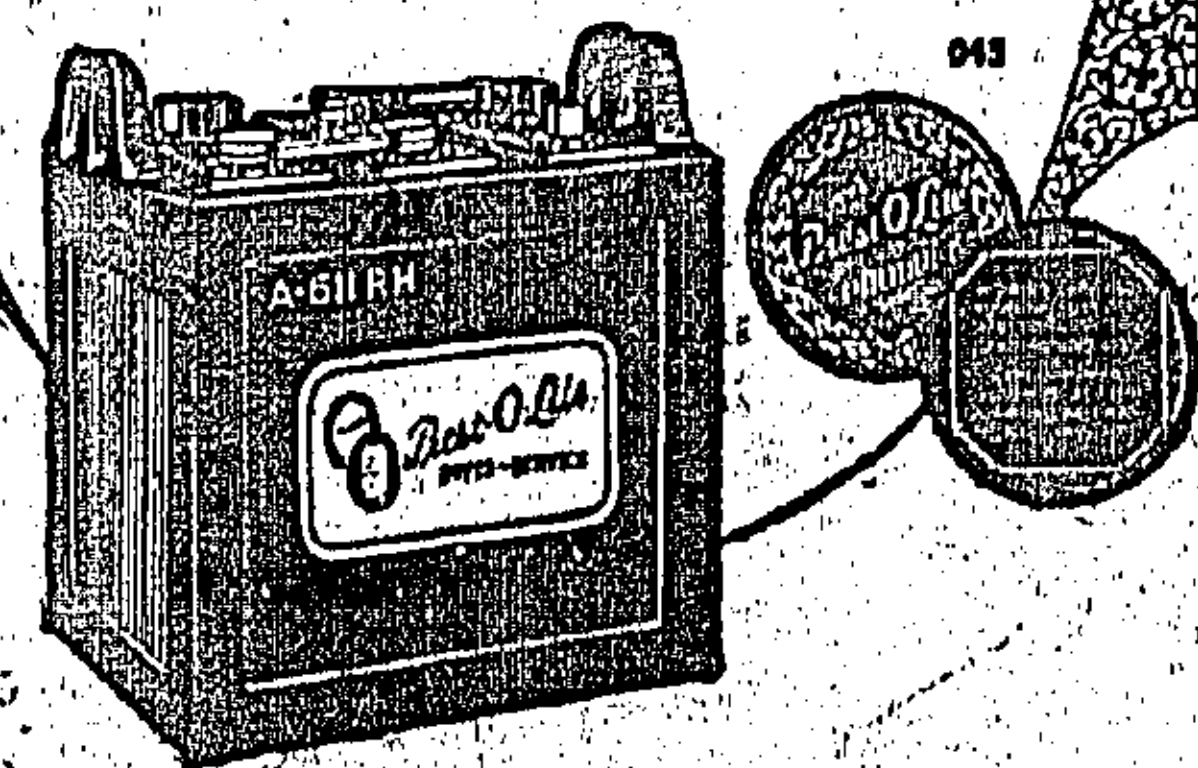
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

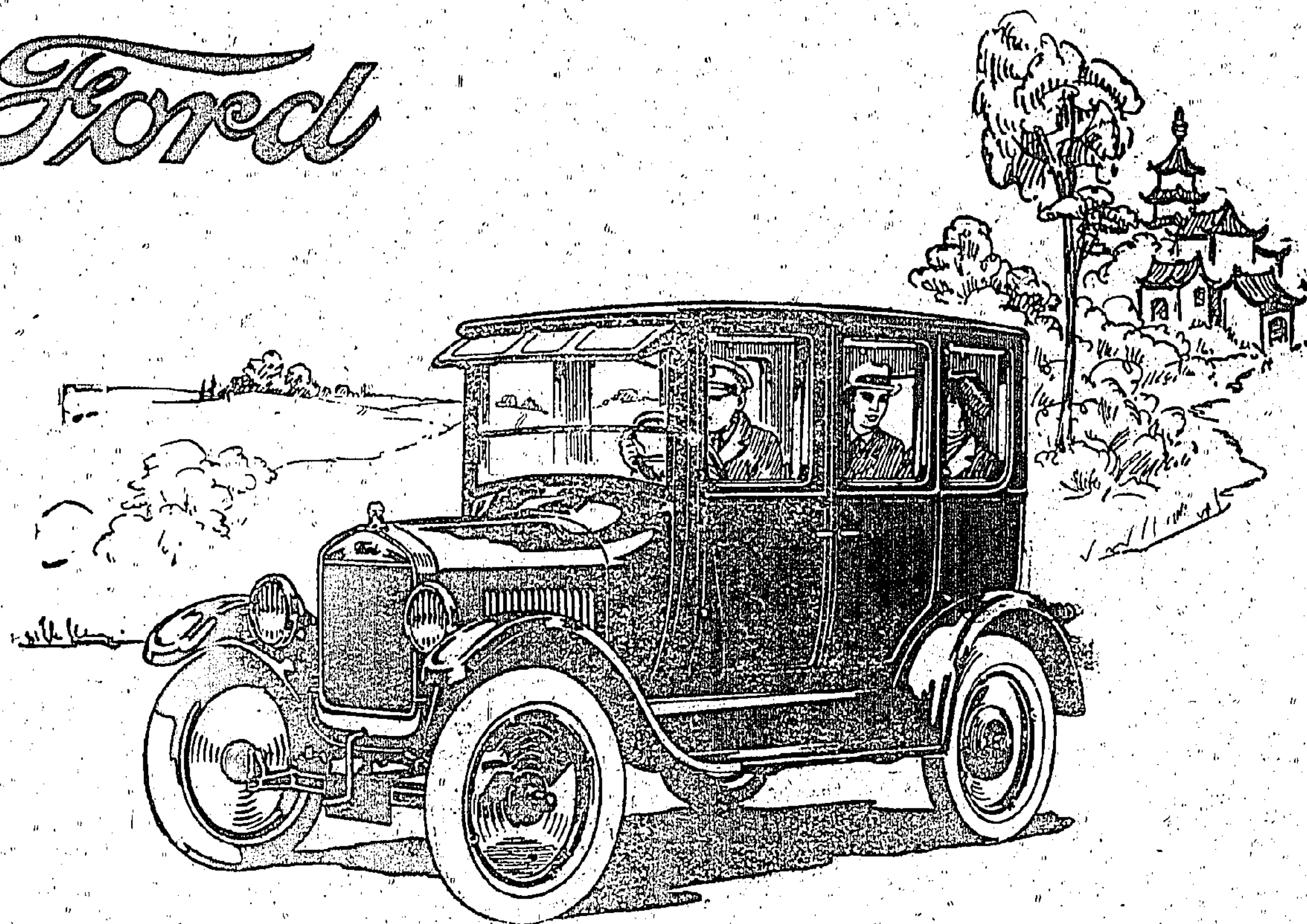
The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

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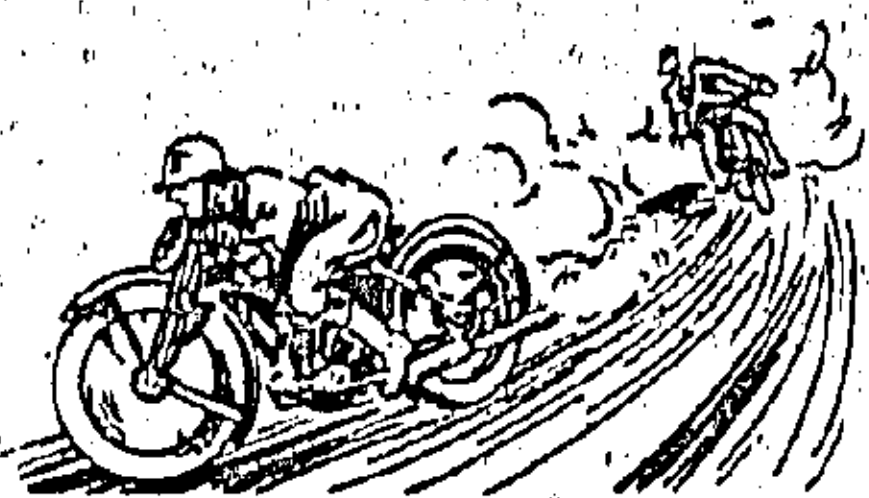
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ALSO MANUFACTURERS' TEAM PRIZE CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

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THE SINCERE CO., LTD.

SOLE AGENTS.

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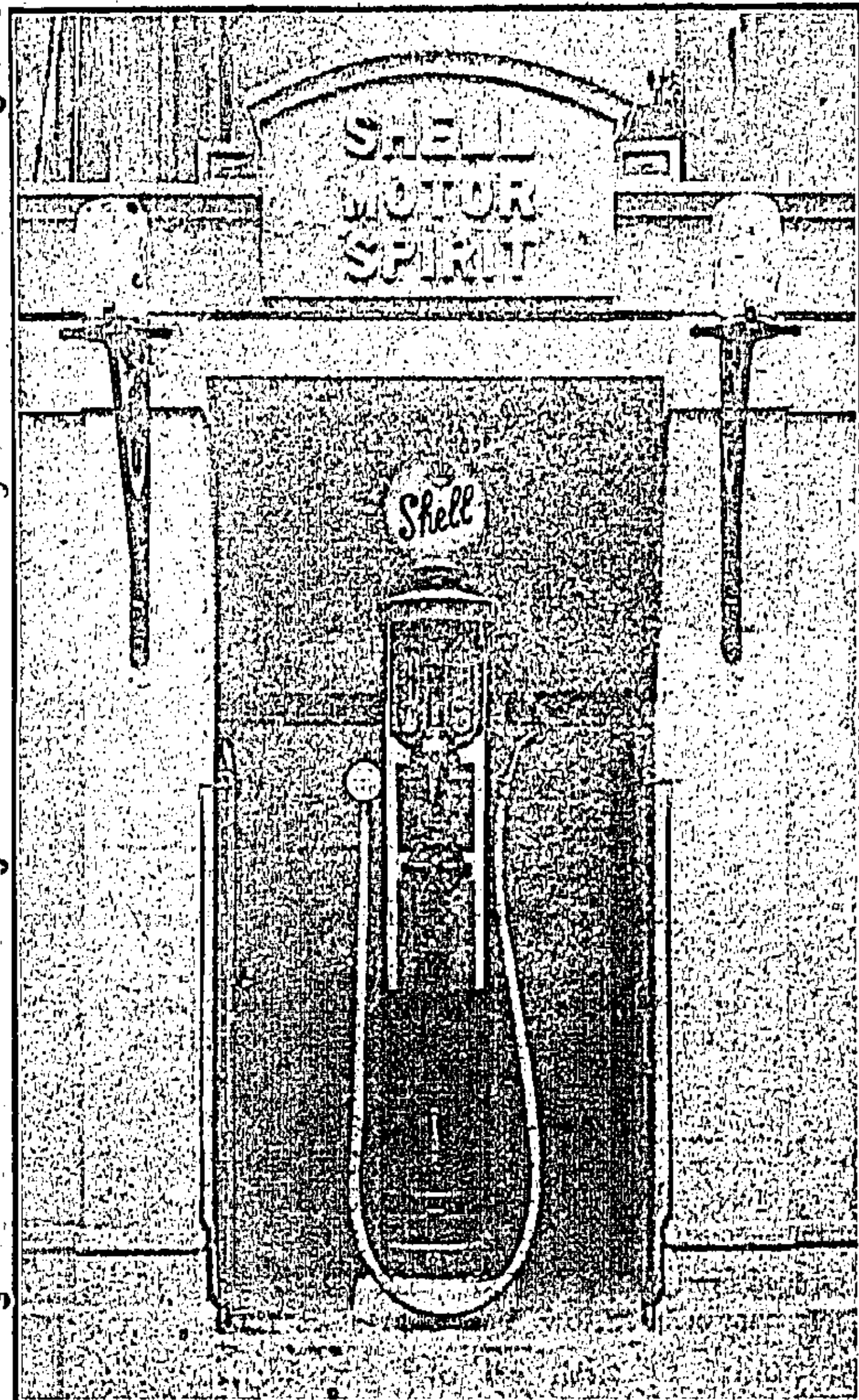
FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

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"SHELL" PUMP

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
GEAR NOISE.

The following is written in an attempt to answer numerous inquiries from correspondents, who have complained of unusual humming and grinding noises made by their cars. Nearly all gears, except those on very expensive cars, which are "lapped" together until they run quietly, make a slight regular and not annoying hum, but when gear noise is loud and of a grinding character, the first thing to do is to examine their lubrication, making sure that there is as much lubricant in the gear housing as instructions call for and that it is of the correct quality.

LUBRICANT QUALITY REQUIRED.
Lubricant, to insure quiet gear operation, must be stiff enough so as not to be squeezed out from between the teeth when the gears are operating under heavy loads and high tooth pressures, but it must be sufficiently thin to flow freely, even when cold, or it will not be splashed about and distributed over gear faces. By using a good gear oil or transmission compound, just liquid enough to flow, the utmost silencing effect is obtained. The above obviously does not apply to timing gears.

OTHER CAUSES OF NOISE.
In the case of properly lubricated gears, which still are noisy, the trouble is either that their teeth are meshed too deeply or not deeply enough or that their tooth faces are not of correct form.

BADLY ADJUSTED MESH.
Mesh may be incorrect simply because of wrong positioning of the two gears involved and if suitable adjustments are provided, it can be made right. Final drive gears exemplify this. Looseness of gear shaft bearings permit gears to push out of proper mesh and to fluctuate as to their depth of engagement. This is the case in transmissions with worn bearings and if the bearings are adjustable tightness can be restored.

WHEN TEETH ARE OUT OF SHAPE.
Gears with badly worn or battered faces run noisily and must be replaced. In the case of timing gears, non-metallic gears can usually be substituted for steel ones, with quieter results.

NO MAGNETO SPARK AT STARTER SPEED.

Question:—The engine of my car, which has magneto ignition, will not start on the starter, which turns it over at a fair speed but I can start it by flooding the carburetor, advancing the spark and handcranking it. I have cleaned the magneto points. Can you explain this trouble?

Answer: Evidently at the speed at which the starter turns the magneto there is not enough voltage developed to produce sparks, but when you handcrank, you momentarily turn the engine enough faster than the starter does, to cause the magneto to

fire a charge and speed the engine up so that it keeps on running. You better have the magneto tested as to strength of its magnets, point separation and other respects, but before doing so, be sure that the spark-plug points are not too widely separated. The gaps should not be much over 0.020 inch—somewhat less than that required with battery current—or no spark will pass at the low cranking speed attained by the starter. If your magneto is put into perfect condition and your spark-plugs properly adjusted you should experience further trouble.

EFFECT OF LARGER TYRES.
Question:—My car is equipped with 31x4 inch tyres and my dealer informs me that he can replace them with 32x4 inch tyres and give me much improved riding qualities, but a friend tells me that this change would greatly reduce the engine's pulling power, so that hills that can at present be taken on high would have to be climbed on second speed. What is your opinion about this? How much climbing power would really be lost?

Answer: This proposed change will reduce the hill climbing ability of your car, but only to the extent of less than four per cent. It is very doubtful whether you would notice this reduction very much, but there might be some hills which your car would barely climb on high before the change, that it would just fail to climb with the larger tyres on but this would not happen very often with the engine in good condition. There is no doubt that the larger tyres would give you some increase in comfort.

DON'T FORGET TO—



Adjust the carburetor for a heavier fuel mixture.

LONG DISTANCE WINNER.



A woman, Mrs. Lucy W. Warren of Pasadena, California, won the cup recently for travelling the greatest distance to the National Motorcycling Rally at Rochester, N. Y. She travelled 7,000 miles before she got home.

"SPEED COPS."

A Paris Experiment.

As an experiment, Paris is shortly to have a corps of "speed cops"—policemen mounted in cars to deal with traffic abuses. It is understood that our authorities here are to watch closely the working of the new system.

The cars used by the Paris police will be equipped with accurately-synchronised speedometers. The police do not intend only to concentrate on the speed merchant, but to tackle as well anyone guilty of dangerous driving or of breaches of road etiquette.

How would this plan work over here? Such an idea, borrowed in the first place from the United States, would not be altogether popular. The idea of being hunted on the road by plain-clothes policemen does not sound altogether English. But, on the other hand, neither does police trapping

by plain-clothes policemen on perfectly safe roads.

Traffic moves very fast now-a-days, and it does seem common sense that the police also should be equally mobile. Under the present system where police remain stationary at certain points—usually safe points—the reckless motorist escapes their attention.

A car manned by two policemen armed with authority would have a good and legitimate haul. There would have to be no doubt about the accuracy of the speedometer—not that this instrument would be the main source of their evidence, but it would serve a useful purpose in certifying the speed of drivers when the offence was committed.

The job of these policemen would be to catch the reckless drivers who at present escape under the trapping on straight roads system. They would watch for drivers passing other cars on

bonds, they would note the speed of drivers when passing cross-roads, they would take action in the cases of cutting-in—the most frequent cause of accidents—and they would generally keep order on the roads.

If they worked conscientiously on these lines, prosecuting only in cases of reckless driving, and if magistrates dealt carefully with every individual case brought before them, then I think many of the objections to "speed cop" in this country would be removed.

There is always the possibility that the police might be used by some local authorities to continue the petty persecutions which we motorists have to put up with today. But if they really concentrated on bringing the reckless motorist to book I am certain that in a very short time they would win the approval of all road-users.—*Evening News Motoring Corr.*

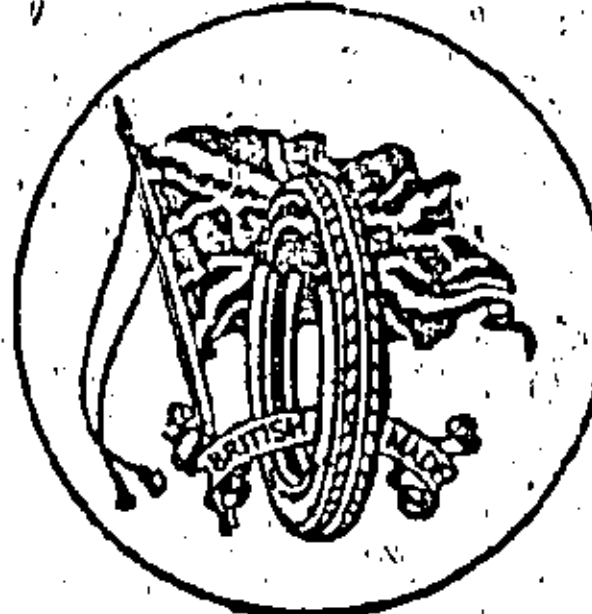
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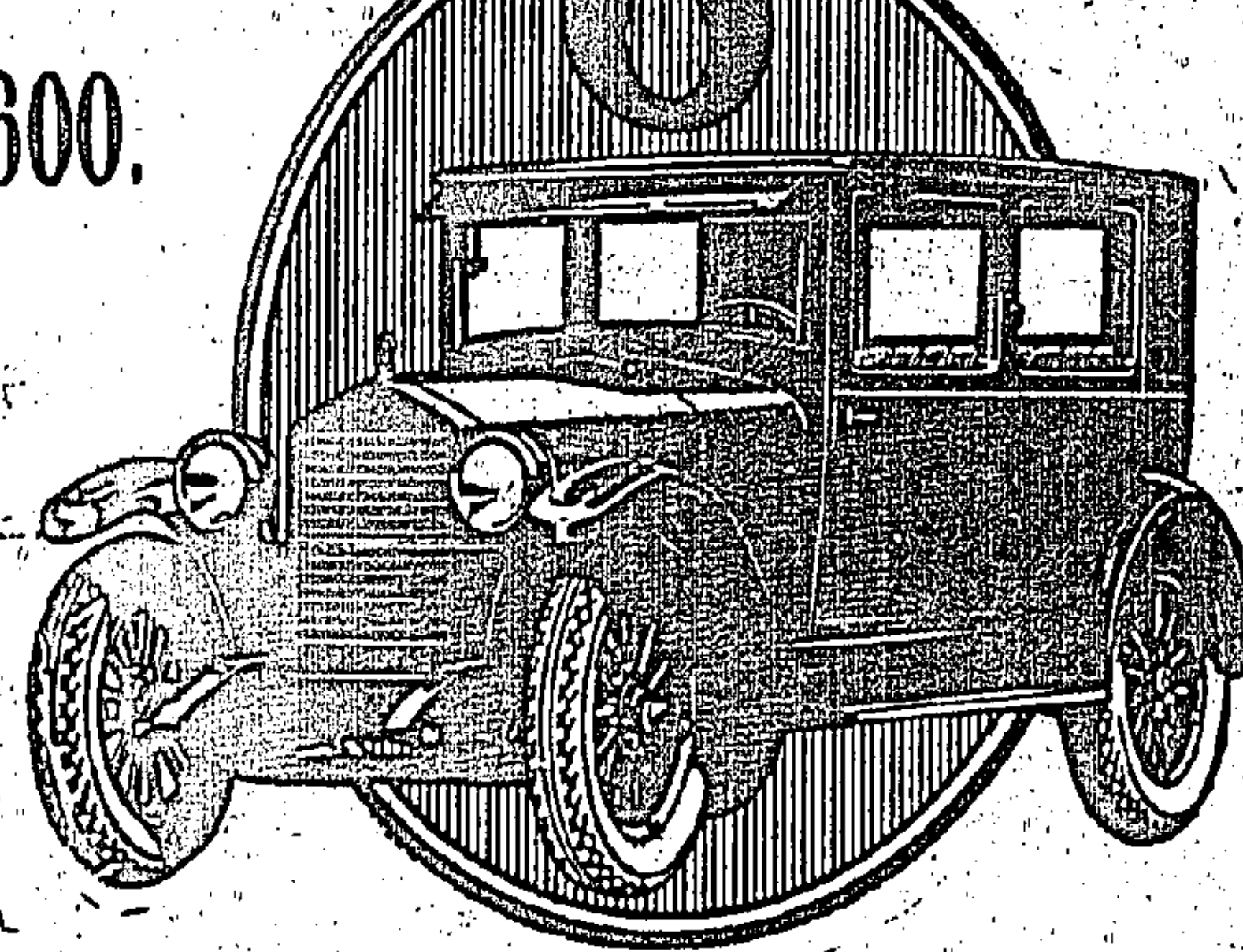
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The Lowest Prices for The Finest Essex Ever Built

This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of a low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

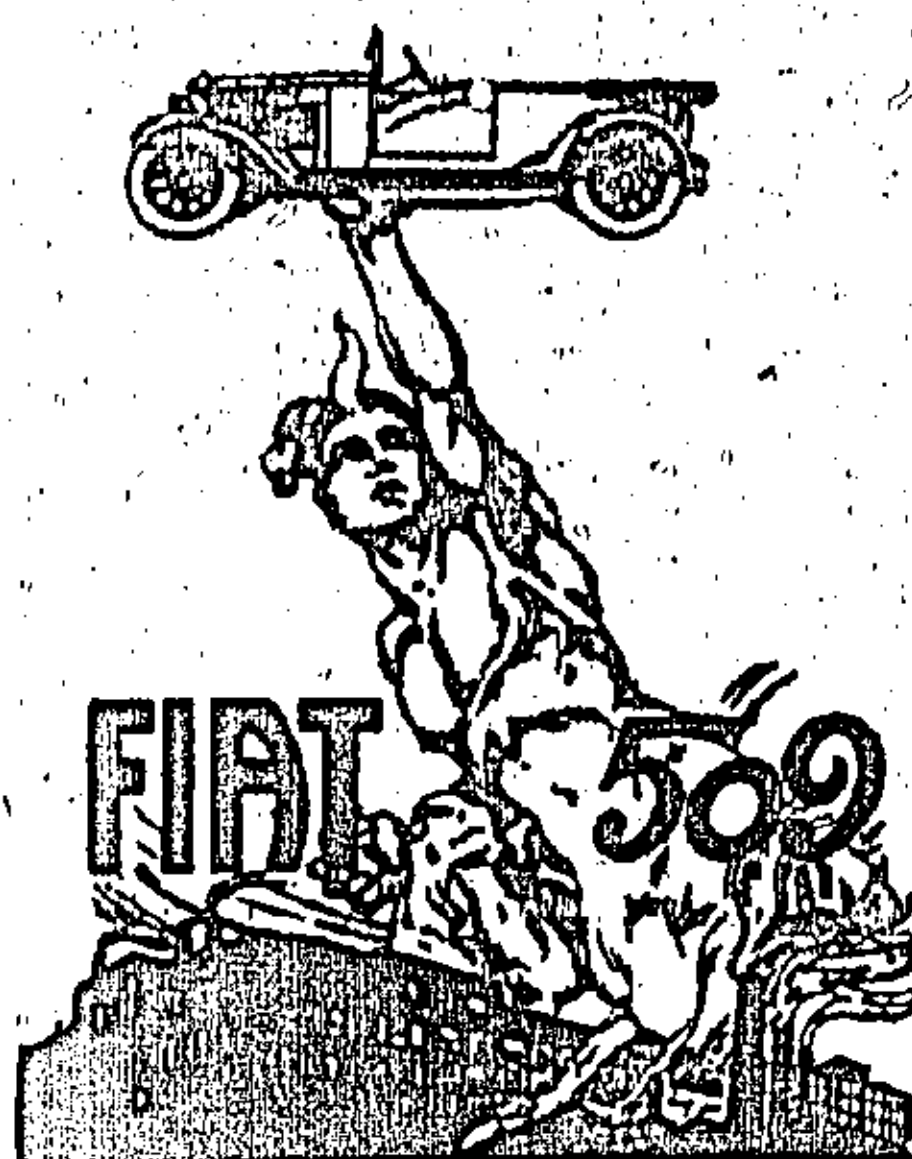
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Four Seater De Luxe ... \$ 2050
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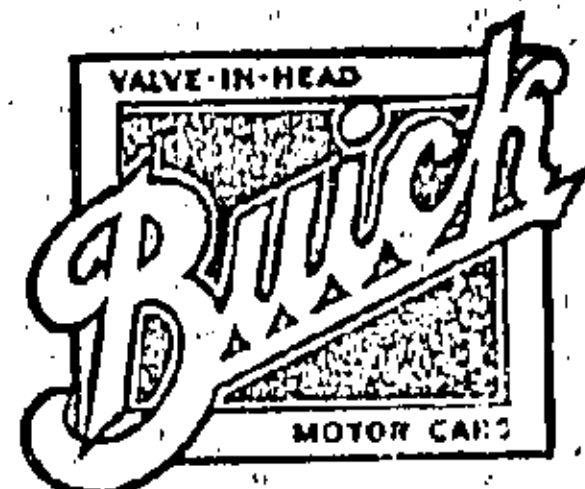
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FIAT 509

For the first time!
Only four
oil changes
a year



It is no longer necessary to drain crankcase oil every 500 miles. Four changes of oil a year are enough, when you own a 1927 Buick.

The crankcase in the 1927 Buick is vacuum cleaned! A vital new improvement—the Vacuum Ventilator—draws all the crank case vapors out into the open before they have an opportunity to do harm.

Now, all that is necessary is to add oil occasionally and change 4 times a year, simply as a precaution.

The problem for years has been to stop oil dilution. And now Buick has accomplished it!

Come in and let us show you the Greatest Buick Ever Built!

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Authorised Sales and Service Station ... Happy Valley

AUNTS AS PASSENGERS.

By Cyril Potts in The Morris Owner

If I had my way aunts would be prohibited by Act of Parliament, or taxed out of existence. I need hardly say that I am not referring to young and charming aunts belonging to other people, but to aunts like Aunt Matilda, who unfortunately, belongs to me. When I bought my car, I thought I was buying it for my own use and pleasure. I made many sacrifices before I was in a position to pay for it, and I still make sacrifices to enable me to run it. I do not grudge these sacrifices in a general way, but I do grudge making them for the benefit of Aunt Matilda.

Aunt Matilda is under the mistaken impression that I bought the car to save her the expense of a bath-chair, or, possibly, for the opportunities it gives me of enjoying her company. It is quite a small car, and Aunt Matilda is an out-size in aunts. If she were taxed on cubic capacity, or even according to R. A. C. rating, she could not afford to keep herself and would go bankrupt. I cannot very well refuse to take her out, but I wish sometimes that we might be involved in some nerve-destraining, though not necessarily fatal, accident. The car, after all, is insured and could be replaced. I would not wish to replace Aunt Matilda. As a passenger, Aunt Matilda has nasty habits. She gets in before I am ready, and, having no off-side door, I have to climb in over the side. It takes her about twenty minutes to get in and about the same to get out. When entering, she gets one leg in, then its down. The other leg cannot be persuaded to enter at all and the door will not shut. The same thing happens when getting out. She first of all unloads her near-side leg, then tries to stand up and fails. She hauls on the windscreens and the door, neither of which is intended for this purpose, raises herself about a foot and sits down again with a hefty bump. This happens

three or four times. Finally, she gets hot and annoyed, and complains that the seat is too low, and not half as comfortable as that nice car of Mr. Jones's.

My car has very good all-weather equipment, and, if it comes on to rain, I can raise the hood in a jiffy, yet Aunt Matilda always insists on taking an umbrella with her. She shuts it in the door, drops it among the pedals, or stabs me in the legs with it. She also takes a reticule, like an upholstered gladstone bag, containing innumerable keys, a packet of peppermints, a mysterious fluid known as "her drops," a complete kit of spectacles, and other miscellaneous spares. For no apparent reason she attaches enormous value to this bag, and it is a constant source of anxiety.

Even without her bag and umbrella Aunt Matilda overflows on to the top of me. She covers up the brake and gear levers like a broody hen, and insists on a rug, two large cushions and a foot muff even in the hottest weather.

My engine is of the fast-revving, high efficiency type, and the car has an excellent top gear performance, provided one keeps up a reasonable speed; but she will not climb even moderate hills on top at anything under ten miles an hour, which is Aunt Matilda's favourite speed. I hate changing gear on every little slope, and being passed by jeering errand boys on bicycles, but what am I to do? If I speed up the least little bit Aunt Matilda literally throws herself at me, umbrella, bag, and all. I am buried under a mountain of flesh and jet 'sads, tripped up and skewered with umbrella, and sandbagged with the reticule. The car is practically out of control, and, when I have dug myself out and got back on to the road, I have to submit to a lecture on "Safety First" by the cause of all the trouble.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

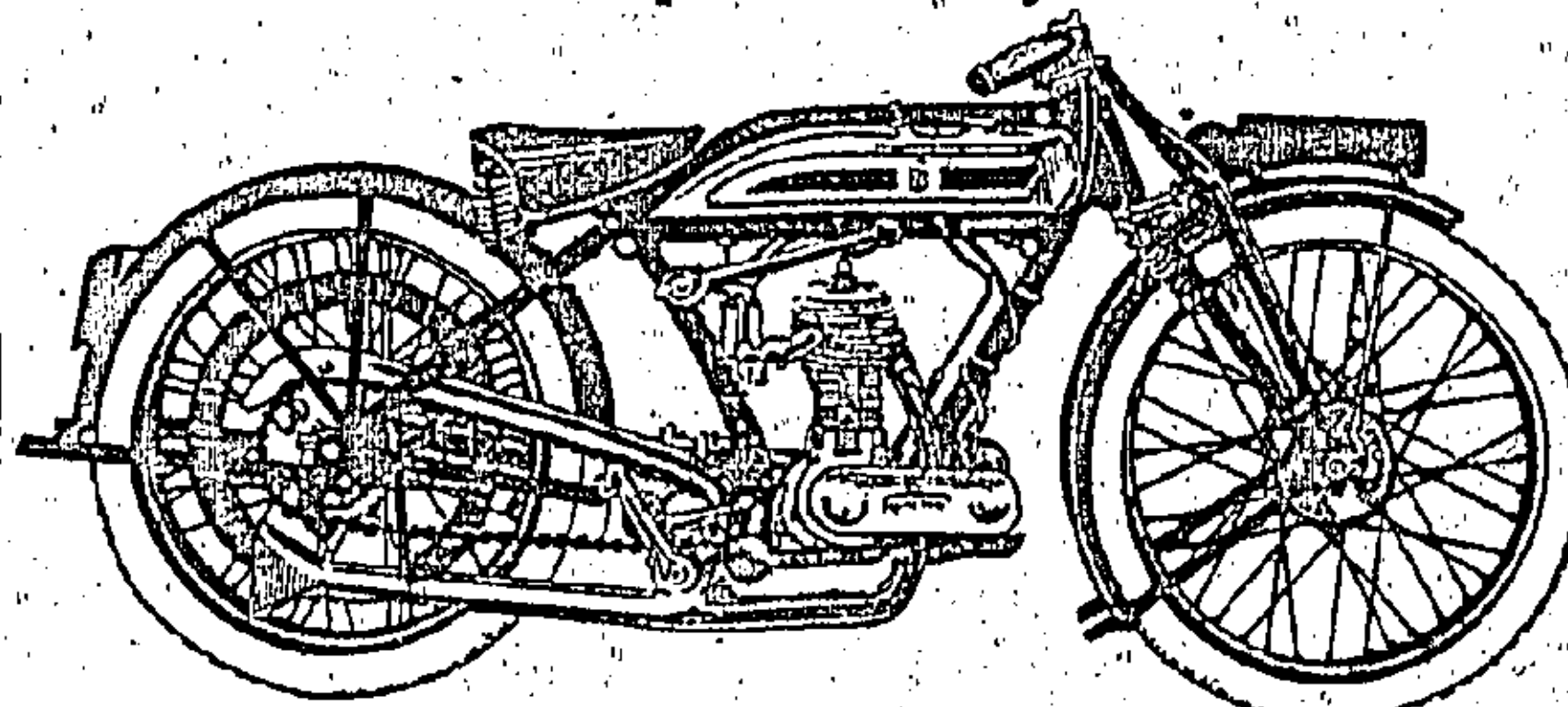
Within a few seconds of the centre of the City, a new garage has opened, where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....\$15.00 per month or \$1.00 a day.
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This is how Alex. Ross and Company's system of purchasing out of income works on Triumph Motor Cycles.



You pay as a deposit, one quarter only of the full catalogue price; Insurance and bank charges are added on the balance only, which is then divided into seven monthly payments. The cycle is delivered to you ready for the road and you ride while you pay. You have the pleasure and don't miss the money.

This offer is for a limited time only.

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Alex. Ross & Co. (China), Ltd.
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AMERICAN SMALL CARS.

The "Whippet"
Favoured.

It is stated in American motor car trade circles that the Whippet type of light motor car is the forerunner of a general trend in this direction by a number of manufacturers. To produce a completely redesigned motor car however, is a matter to be reckoned in years and months rather than in weeks.

In the meantime, the usual discussions regarding a product so revolutionary as the Whippet in its field may be expected.

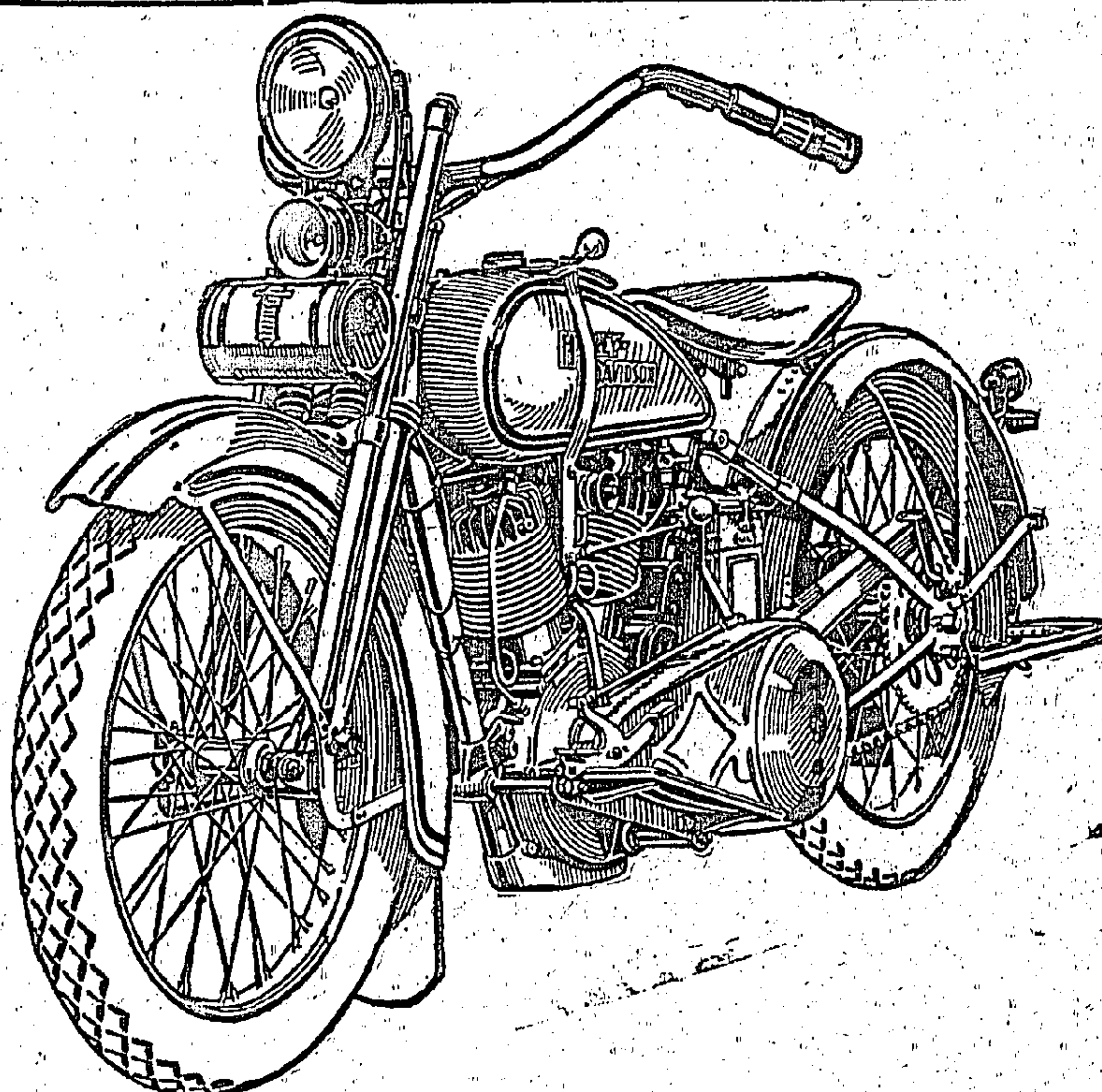
Reports from Willys-Overland show that over 40,000 of the Whippet models are already in use and that these cars are exceeding expectations in the performance records they are establishing for owners.

The Whippet is the only light car built in the United States which gives a developed horsepower 10% in excess of its rated horsepower. It is the only United States built light car with the feature of construction which eliminates piston slaps by means of cylinder walls so deep that the piston never drops below the bottom edge of the cylinder walls.

Elements of design include a crankshaft as large in diameter as that used by one of the most powerful multi-cylinder cars on the market, a camshaft of equal dimensions, and an oiling and cooling system which is the duplicate of that used on the larger cars.

Of course on a car that accelerates as rapidly as does the Whippet, that has sustained speed capacity, four-wheel brakes are an absolute necessity. It is just as essential that the owner of a light car be able to stop quickly as it is for the driver of a larger car.

Messrs. Gilman & Co., Ltd. are the Local Agents for the "Whippet".



Our second shipment of 1927 Harley-Davidson cycles and a large assortment of genuine spare parts is now here.

Special Offer for Christmas and New Year Week. This shipment was ordered when exchange was high, but we will continue to sell them at our usual prices only till the 7th. January 1927.

Big twin Solo ... \$ 825.00
Big twin Combination ... \$1035.00
Single cylinder (side by side valve) ... \$ 575.00
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These cycles are fully equipped and ready for the road. Compare our prices and get one before New Year and start right.

We take this Opportunity to wish all our friends.

A HAPPY CHRISTMAS
AND
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